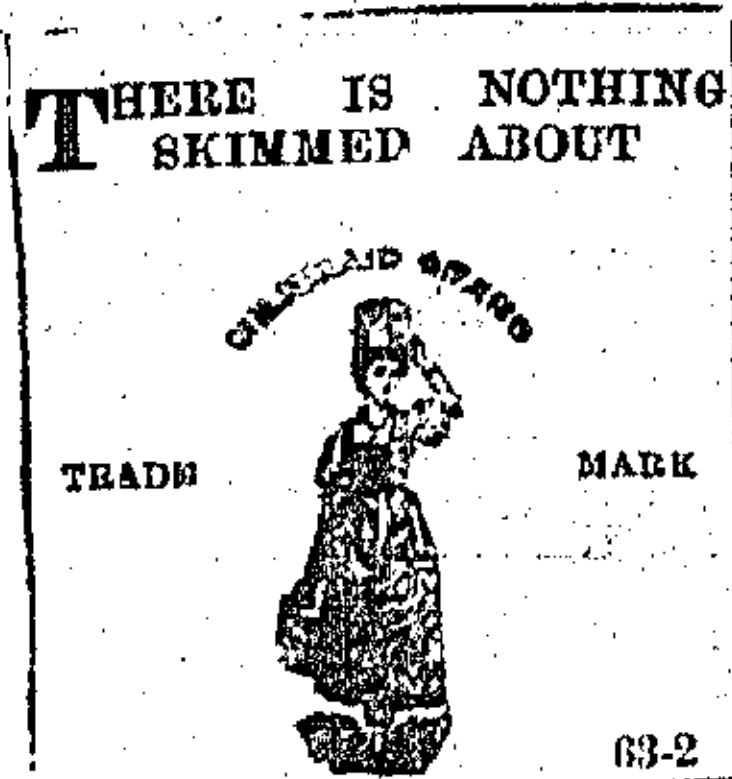




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號四十七百二千七第

日五十月八年丑癸

HONGKONG, MONDAY, SEPTEMBER 15th, 1913.

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TIME TABLE.

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7.00 a.m. to 8.00 a.m.	Every 15 minutes.
8.00 " " 10.00 " "	" " 10 "
10.00 " " 11.00 " "	" " 15 "
11.30 " " 12.45 p.m.	" " 15 "
12.45 p.m. " 1.15 " "	" " 15 "
1.15 " " 1.45 " "	" " 15 "
1.45 " " 2.15 " "	" " 15 "
2.15 " " 3.00 " "	" " 15 "
3.00 " " 3.15 " "	" " 10 "
NIGHT CARS.	
8.50 p.m. and 9.00 p.m.	9.30 to 11.00 p.m.
Every Half-Hour.	
11.00 p.m. to 11.45 p.m.	
Every Quarter-Hour.	
SUNDAYS.	
8.00 a.m. to 10.30 a.m.	Every 15 minutes.
10.30 " " 11.00 " "	" " 10 "
11.45 " " 12.00 noon	" " 15 "
12.00 noon " 1.00 p.m.	" " 10 "
1.00 p.m. " 5.00 " "	" " 15 "
5.00 " " 6.00 " "	" " 10 "
6.00 " " 7.00 " "	" " 15 "
7.00 " " 8.10 " "	" " 10 "
NIGHT CARS as on Week Days.	
SUNDAYS.	
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Hongkong, 1st April, 1913. [523]

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TIME TABLE TO APRIL 30th, 1914.

THREE WEEKLY EXPRESS TRAIN SERVICE, composed of excellently equipped
Sleeping, Dining, and First-Class Cars, is operated between Dairen and Changchun
in connection with the Trans-Siberian Express Trains and with Dairen-Shanghai Direct
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Wireless Telegraph) as follows—

NORTH BOUND.

Int. Class. Fare	Shanghai (Steamer).....Lv.	Forenoon		Mon.	Wed.
\$ 40.00	Dairen (S.M.R. Train).....Ar.	3.20 p.m.	Mon.	Wed.	Fri.
Y 14.95	Mukden ".....Ar.	11.25 "	"	"	Sat.
Y 11.50	Changchun ".....Ar.	11.50 "	"	"	"
	Changchun (Russian Train).....Lv.	4.50 a.m.	Tues.	Thurs.	Sun.
R 9.60	Harbin ".....Ar.	* 8.00 "	"	"	"
	Harbin ".....Ar.	* 2.00 p.m.	"	"	"

Connecting at Harbin with { State Express from Moscow } Wagon-Lits from Moscow } State Express for St. Petersburg }

SOUTH BOUND.

Connecting at Harbin with			{	State Express from St. Peltg.	State Express from Moscow	Wagon Lits from Moscow
R 9.60	Harbin (Russian Train) ...Lv.	* 10 a.m.		Mon.	Wed	Fri.
	Changchun (S.M.R. Train) ...Ar.	* 8.30	"	"	"	
Y 11.50	Mukden (S.M.R. Train) ...Lv.	7.00	"	"	"	
	" " " " ...Lv.	1.50 p.m.	"	"	"	
Y 14.95	" " " " ...Lv.	2.10	"	"	"	
	Dairen (S.M.R. Train) ...Ar.	10.20	"	"	"	
	" " " " ...Lv.	Noon	—	Thurs.	Sat.	
Y 40.00	Shanghai (Steamer) ...Lv.	Forenoon	—	Sat.	Mon.	

* Russian Train Time is 23 minutes faster than the S.M.R. Time.
The above fares do not include the Sleeping Car Supplement and Express Extra Fee.
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the NORDDEUTSCHER LLOYD, and the NIPPON Yusen Kaisha, Shanghai; from whom
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[1025]

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Hongkong, 16th April, 1913.

[584]

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[22]

NOTICE TO CORRESPONDENTS.
Only communications relating to the news columns should be addressed to THE EDITOR.

Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication but as evidence of good faith. All letters for publication should be written on one side of paper only. No anonymously signed communications that have already appeared in other papers will be inserted. Orders for extra copies of DAILY PRESS should be sent before 11 a.m. on day of publication. After that hour the supply is limited. Only supply for Cash. Telegraphic Address: Press. Codes: A.B.C. 5th Ed. Lieber. P.O. Box, 35. Telephone No. 12.

BIRTH.

WOLFE.—On the 14th inst., at Belvedere, 120, The Peak, to Mr. and Mrs. E. D. C. WOLFE, a daughter.

[1079.]

HONGKONG OFFICE: 10A, DES VŒUX ROAD.
LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, SEPTEMBER 15TH, 1913.

No public statement, so far as we are aware, has yet been made either by the Government or by Dr. SUN YAT-SEN concerning the achievements of the National Railway Corporation inaugurated last September in obedience to a Presidential Mandate to design a general railway system such as Dr. SUN YAT-SEN had outlined in two or three public speeches, and to negotiate with foreign banks loans for the construction of Railways. The duties and responsibilities of that Bureau were, by the President's direction, two months ago, taken over by the Ministry of Communications in Peking; because of Dr. SUN's antagonistic attitude towards the Central Government, and it would be very interesting and instructive to learn something authoritative concerning these "responsibilities." Dr. SUN's scheme embraced the construction by means of foreign capital of 200,000 miles of railway in China in the short space of ten years. He proposed to commence with what he described as "a preliminary system" embracing 50,000 miles of railway construction which he hoped to see completed in five years. Consequently there was no time to be lost if this dream were to be realised. We have heard it said that the Corporation, as soon as it was inaugurated, became inundated with inquiries

from railway contractors and financial syndicates of many nationalities, and it has been currently reported that the Corporation definitely agreed to grant concessions for several links in Dr. SUN's grandiose scheme. As we have said, no official statement on the subject has yet been made, but we have been informed by a Correspondent at Peking that one of the concessions granted by the Corporation is one of considerable importance to Hongkong. It may be recalled that the trunk line which was given first place in Dr. SUN YAT-SEN's outline was one starting from Hainan and passing through the Provinces of Kwangtung, Kwangsi, Yunnan and Szechuan, and entering Tibet. One projected railway for which the Corporation agreed to give a concession is evidently a modification of this scheme, for we are informed that it is for a railway from Canton to Chungking (Szechuan) via Wuchow (Kwangsi), a total length of between 700 and 800 miles. The British firm of Messrs PAULING & Co., one of the biggest railway contracting firms in the world, through their representative, Lord FRENCH, conducted negotiations in China with Dr. SUN YAT-SEN as President of the National Chinese Railway Corporation for the construction of this line, and eventually an agreement was signed. This agreement, we learn, is a distinct departure from all previous agreements. It is altogether free from political considerations and stands as a business proposition purely and simply. The agreement had only just reached Peking for ratification by the Government when the insurrection occurred, followed by the avowal of Dr. SUN YAT-SEN as a supporter of the rebels. This avowal led to the cancellation of the powers given to Dr. SUN in respect of railway development, and the Chinese National Railway Corporation was thus deprived of its head, but the charter granted to it by the PRESIDENT and the Houses of Parliament was not cancelled, and the Corporation was later placed under the control of the Board of Posts and Communications in order to secure a continuous policy of railway development. It is understood that this contract with Messrs PAULING & Co. will stand. The agreement provides that the line shall be built by contract by Messrs PAULING & Co. It contains adequate provisions, satisfactory to the British Government, against any impropudent expenditure, and there are provisions that British material shall have the preference, that there will be a British engineer-in-chief, and a British firm of accountants to supervise the accounts. In other words, this agreement embraces all the best features of other railway agreements, with the additional advantage of providing that the line shall be built by contract, thus eliminating any danger of impropudent expenditure. A glance at the map will reveal the great importance of this line to British interests. It will be an important feeder to the Kowloon-Canton Railway, especially if it diverts to Hongkong a portion of the great and growing trade of the province of Szechuan, for which the principal outlet now is Chungking, a large and thriving port on the Yangtze, at 1,400 miles from the river's mouth.

The Siam Steam Navigation Co., Ltd., is paying a dividend of 5 per cent.

To-day is the Chinese "Autumn Holiday." The holiday is observed by the Maritime Customs.

H.E. the Officer Administering the Government has appointed Mr. A. C. M. Fletcher to be his private secretary.

A Chinese prisoner, who was being taken from the Magistracy to the prison on Saturday slipped off his handcuffs and escaped. He was chased, but was not recaptured.

Mr. Francis Xavier Costello, licentiate in midwifery of the Royal College of Physicians and of the Royal College of Surgeons, Ireland, has been added to the register of medical practitioners in Hongkong.

Messrs. A. Kuby and W. Kornatz announce that they have taken over the business known as the Medical Hall in Lee House Street. This business has for many years been carried on by Mr. E. Neidhardt, who has now retired.

H.E. the Officer Administering the Government, under Section 6 of the Coroners Ordinance 1889 (Ordinance No. 5 of 1889), and Section 17 of the Births and Deaths Registration Ordinance 1896 (Ordinance No. 7 of 1896), has appointed Dr. K. H. Digby to be a Medical Officer for the purpose of instituting inquiries with a view to ascertaining the true cause of death of any person who has not been attended during his last illness by a registered medical practitioner and of reporting thereon to the Head of the Sanitary Department or to a Registrar of Deaths.

Dr. Cesar J. de Andrade, of Macao, arrived by the *Shingo Maru* from Portugal via Siberia, and left on Saturday morning for Macao to resume his former post at the Medical Board. He married at Lisbon while at home and his wife has accompanied him to Macao.

PIRATES ATTACK CUSTOMS STATION.

UNHAPPY PREDICAMENT OF A PORTUGUESE.

Information has reached the Colony that on Tuesday morning a band of about 30 robbers, "armed to the teeth," attacked the Customs Station at Gamoon, on an estuary of the West River, about 60 miles south of Kowloon, in the Sunning district.

The robbers made an unexpected attack on the inhabitants, who were practically defenceless, and they stripped the place of everything they could conveniently carry away with them, even robbing a poor, decrepit old coolie of his bed and clothes. Mr. A. Z. de Souza, a Portuguese, was the only European at the Station, and at the time of the raid he was in his bath. He was thus absolutely at the mercy of the men, but he was only struck once, this being the only case in which violence was used. The pirates possessed themselves of all his personal property, and a good stock of guns and ammunition, leaving him with nothing more than his boots and a khaki shirt!

It is believed that the robbers had a two-fold object in attacking the place. Under the old regime, Mr. Souza was instrumental in getting a number of pintes handed over to the authorities and received a decoration from the Imperial Government for his services. The pirates have long cherished a keen desire to wipe off this old score, and revenge as well as the desire for the possession of the arms and ammunition, it is thought, prompted the attack.

WIND VELOCITY IN TYPHOONS.

Mr. T. F. Claxton, Director of the Royal Observatory, appends to his extract of meteorological observations for the month of August published in the current issue of the *Government Gazette* the following footnote:—

The velocity of the wind in the typhoon of August 17th, 1913, (86 miles per hour by the Beckley Anemograph) has only been exceeded on three occasions since the records commenced, namely:—
1884, September 10... 89 miles per hour
1893, July 29... 108 " "
1900, November 10... 90 " "
The maximum velocity in the typhoon of 1903, September 18th, was 77 miles per hour, and in the typhoon of 1903, July 28th it was 81 miles per hour.

The meteorological observations for August show that the mean temperature for the month was 81.6. There were 197.3 hours of sunshine, and 10,565 inches of rain.

CORRESPONDENCE.

EDUCATION IN MACAO.

[TO THE EDITOR OF THE "HONGKONG DAILY PRESS."]

*DEAR SIR,—Kindly allow me to ventilate a grievance which I know is commonly felt by a large number of parents in Macao. While some of the public schools closed for the summer vacation in the early part of June, and others closed in July, up to the present none have been re-opened. Thus the children have been running wild for the past three months or so. The schools are closed three and a half months for the summer holiday, a fortnight at Christmas, a fortnight for Holy Week, Sundays and Thursdays, while there are sundry "gala days," and also various extra days, when the teacher has to absent himself or herself in order to give attention to private business.

Education in this City is far from what it should be, and there is an almost universal feeling of dissatisfaction at the present state of affairs. What will be the intellectual level of the new generation unless some drastic measures are taken to improve matters? Few parents here are sufficiently well blessed with this world's goods to be able to send their children abroad to school, and have perforce to send them to the local schools. They do not like to see them roaming about in the Public Gardens, listening to the band, shooting at offensive birds with air guns, flying kites, or wandering aimlessly about the streets for half the year. And what kind of future can the parents expect for these little "savages"? Then, too, it is notorious that many of the teachers are not qualified for the responsible positions they occupy—and this applies particularly to the girls' schools. Something will have to be done—and very quickly, too—or there will be a general outcry from the parents in regard to the deplorable state of education in this City. How can the children fulfil in the future the motto *Honrai ta Patria, que a Patria vos contemplat*—Yours truly,

CHILDREN'S FRIEND.

TELEGRAMS. TELEGRAMS. TELEGRAMS.

[["DAILY PRESS" EXCLUSIVE SERVICE.]]

CHINA CONCEDES JAPAN'S DEMANDS.

TOKYO, September 14th.

The Peking correspondent of the *Fiji* telegraphs that the Chinese Government has expressed to Mr. Yamaza, the Japanese Ambassador, its readiness to comply with Japan's demands.

The Chinese Government will send an apology to the Government of Japan and express regret for the incident at Nanking. It will compensate those bereaved and cause General Chun to apologise to the Consul at Nanking, while the Vice-President, General Li Yuan Hung, will apologise to the Consul at Hankow, and the Tutuh of Chili will apologise to the Consul at Tientsin in respect of the insults offered to Japanese officers at those places.

THE NOGI CELEBRATIONS.

TOKYO, September 14th.

The celebrations in honour of the late General Nogi have passed off without incident.

[THROUGH REUTERS' AGENCY.]

CHINA AND JAPAN.

PEKING, September 14th.

China has accepted all Japan's demands which were submitted on the 11th instant.

GERMAN OFFICERS FOR CHINESE ARMY.

AGREEMENT SAID TO BE PARTLY REACHED.

PEKING, September 13th.

It is persistently reported in well-informed circles here that an agreement has been partly reached with Germany whereby China will employ a German Lieutenant-General with a staff of six officers and an interpreter at Peking and two hundred officers distributed throughout the country.

The cost of the scheme is estimated at four million marks, of which Krupps will provide one million.

No confirmation of the report is obtainable, but it is generally accepted as correct.

THE NEW GERMAN MINISTER AT BANGKOK.

BERLIN, September 13th.

Herr P. von Buri, German Consul-General at Shanghai, has been appointed German Minister to Bangkok.

[This seems belated intelligence. Herr von Buri arrived in Bangkok about two months ago to take up this appointment.—Ed., H.D.P.]

JOHN AIRD AND COMPANY.

LONDON, September 13th.

The *Morning Post* says that the firm of John Aird & Company, contractors, will shortly cease to exist, as the second baronet is deciding to give up business.

LATER.

AFFAIRS IN SOMALILAND.

LONDON, September 13th.

Reuter's Agency learns that the situation is quiet in Somaliland.

The Indian troops sent, *via* Aden, after the recent reverse remain at Berbera, where the troops from Sheikh Burao are also concentrated.

The Mullah is quiet.

THE TURCO-BULGARIAN DISPUTE.

CONSTANTINOPLE, September 14th.

The Turco-Bulgarian delegates met this afternoon, and subsequently it was announced that an examination of the proposals of both sides affords grounds for the hoping that a satisfactory settlement is approaching.

THE TOLL OF THE AIR.

A HEAVY LIST IN GERMANY.

BERLIN, September 14th.

An aviator named Lorenz fell from a height of 1,000 feet, and was killed. This is the twenty-third aerial fatality in Germany in a week.

[THROUGH REUTERS' AGENCY.]

THE HOME RULE QUESTION.

FURTHER DISCUSSION.

LONDON, September 13th.

Earl Grey, in a letter to the *Times*, agrees with Lord Loreburn that the interests of Great Britain and the empire demand a joint effort by both parties to secure reconsideration of an ill-conceived measure, the possible passage of which, Earl Grey believes, even Ministers regard with the gravest apprehension. The application of the federal principle to the United Kingdom offers an alternative plan safely acceptable to all parties.

LATER.

Opinions regarding the proposed Conference appear to fluctuate hourly.

The evening newspapers assume a hopeful aspect and characterise the comments of the morning journals as a confused mass of reading. They declare that everywhere there is an air of caution and reserve, but that nowhere is there aversion to a settlement by consent so violent as to be insuperable.

The *Westminster Gazette* again writes in a conciliatory tone. It admits that the appeal for a Conference comes from a Liberal quarter, but says that it is equally true that Unionists would gain much by such a settlement.

Meanwhile considerable excitement has been created in Ireland. The Nationalists admit that they are gravely disconcerted, while the Ulsterites affirm that the proposal is the Liberal flag of distress.

The *Nation* (Liberal) describes Lord Loreburn's appeal as momentous, and favours a settlement by consent.

LATER.

Sir Edward Carson, in a speech at Durham replying to Lord Loreburn, said the mandate was only a dressed up corpse. The letter showed that men were beginning to realise the gravity of the situation at the eleventh hour. Ulster would never abandon the principle of Government by the Imperial Parliament, but outside of that he would make many sacrifices to come to an agreement.

MR. BONAR LAW GUEST OF LORD LANSDOWNE.

LONDON, September 13th.

"Mr. Bonar Law motored to Perth and 'Meikleour,' the Scottish seat of Lord Lansdowne, yesterday, staying overnight. He is expected to proceed to Balmoral to-day.

THE STOLEN NECKLACE.

SENSATIONAL EVIDENCE BY PARIS DIAMOND BROKER.

LONDON, September 13th.

The Paris diamond broker, M. Quadrastin, who assisted the police in the search for the famous necklace, gave dramatic evidence yesterday afternoon.

He said that one of the prisoners informed him that it cost £2,400 to obtain the necklace. Out of this sum £200 each had been promised to two post-men and each had been paid £100. He was also told that one of the prisoners had snatched the Goldschmidt pearls in London in 1903, valued at £40,000. It is noteworthy in connection with the latter theft that two men were sentenced to long terms of imprisonment.

M. Brandstater, a French diamond broker, described interviews with three of the accused at an hotel in London, where he said he saw the necklace in the possession of one of the prisoners.

BRITAIN WINS MOTOR BOAT TROPHY.

LONDON, September 13th.

In the races for the International Motor Boat Trophy at Cowes, the British hydroplane *Maple Leaf IV* won two out of three races, the French *Des Peul II* one, and America none.

Britain thus retains the trophy.

ANOTHER SUFFRAGETTE OUTRAGE.

LONDON, September 13th.

Kenton Station, Northumberland, has been burned by suffragettes, and the loss is estimated at £1,000. Luggage tags were found bearing the following inscription, "Asquith responsible for militancy; apply to him for damage."

[THROUGH REUTERS' AGENCY.]

THE DUBLIN STRIKE.

LONDON, September 13th.

The master carriers at Dublin have dismissed a thousand men for refusing to handle goods of firms affected by the labour troubles.

The man Larkin, one of the strike leaders who was arrested for making a seditious speech, has been bailed out in the sum of £200 with two sureties of £100 each.

It is expected that there will be 30,000 unemployed in Dublin shortly as the result of the action of the Masters and Farmers' Association, which has resolved not to employ any members of the Transport Union. Two thousand farm labourers are already out.

DOCKERS STRIKE AT MANCHESTER.

LONDON, September 13th.

Dockers to the number of 3,500 employed on the Manchester ship canal, Salford, have struck. The tugboat men on the Tyne strike to-day.

THE PAINTERS' STRIKE.

LONDON, September 13th.

The painters have agreed to accept the masters' terms. The strike affects 7,000 people.

THE LATE MAYOR OF NEW YORK.

LIVERPOOL COMPLIMENT TO AMERICA.

LONDON, September 13th.

The Lord Mayor of Liverpool has paid to the American people the compliment of conferring the highest civic honours in connection with the late Mayor of New York, who died at sea while on his way to England. There will be guards of honour in the streets on the arrival of the body and the lying-in-state will take place at the Town Hall. There will also be escorts of mounted police.

The Mayor has also telegraphed his sympathy with the American people.

LATER.

The body of Mr. Gaynor lay in state at the Liverpool Town Hall on Friday night, and was guarded by police. The catafalque was specially brought from Westminster Abbey. The coffin, which was covered with the English and American flags, was removed in a procession yesterday morning, and was taken on board the steamer *Lutetia* to be returned to America.

DESTITUTE AMERICANS IN MEXICO.

WASHINGTON, September 13th.

The House of Representatives has passed a resolution appropriating \$100,000 for the transport of destitute Americans from Mexico.

THE AMERICA CUP.

NEWPORT (R.I.), September 13th.

Mr. Robert Wemmons sails the *Herveshoff* Cup defender. It is practically certain that a second and possibly a third defender will be built.

HOME RACING.

THE DONCASTER CUP.

LONDON, September 13th.

The race for the Doncaster Cup, which was run at Doncaster on Friday over a distance of two miles, resulted as follows:—

Long Set 1
Aleppo 2
Only two started, and Long Set won by three lengths.

The American visitor wandered down into sunny Cornwall. Seeing some particularly large chrysanthemums in a garden, he knocked at the cottage door, and exclaimed to the grower:—

"Fine flowers, there. Guess I'd like to know how you grow 'em."
Oh, climate, replied the yokel. And them great cabbages, what makes them grow?

Just climate, declared the Cornwall man. H'm! Away in New York about all we grow is sky-scrapers. Only last year a fifty-storey building sprang up like a mushroom. It grew up so quick that it had no stairs or lift.

And the yokel stared aghast. How—how do you get to the top, then? Oh, climb it—just climb it!

RANDOM REFLECTIONS.

The trees have been removed from Podder Street since I last wrote. I am told that their removal was begun before my note appeared. If so, it affords just one more illustration of the fact that great minds often think alike!

I see that the Tutuh of Canton has been counselling the officials to banish from their hearts all desire to "make money." It may be recalled that King Canuto vainly bade the tide recede, and that the excellent Mrs. Partington, a well-known character in English literature, vigorously tried to push back the Atlantic Ocean with a mop, but the Atlantic Ocean was too much for her and I fear that the great surging tide of desire in official circles in China to make money, while the opportunity lasts, will not be kept back by the Tutuh's speeches. "Squeeze" is a national vice in China which will prove even more difficult to eradicate than the opium vice. It will not be achieved by preaching merely. The only way to secure honesty in the administration is to pay adequate salaries, and to vigorously punish with severity dishonesty in all ranks.

The mention in a paragraph in Saturday's *Daily Press* of the fact that the first Protestant missionary to China, Robert Morrison, was buried in the old Protestant Cemetery at Macao, led me to wonder whether the grave stone is now looked after any better than it was a few years ago when the centenary anniversary of Morrison's arrival in China was celebrated by the missionary organisations. It was then almost impossible to read the lettering on the stone.

Few who go to Macao, I suspect, ever wander into this historic little cemetery though it is certainly worth a visit. I have not been there myself for some years, but when last there I copied into a note book some of the doggerel that to be seen on the tombstones, and I hope it may still be seen there. The British Consul-General at Canton, I understand, has charge of a fund for the upkeep of the cemetery. How that fund was provided I do not know, but one is glad that it exists. My English readers at least will know what a fondness some of our ancestors had for doggerel on tombstones, and the little cemetery at Macao shows that the sturdy pioneers of western trade with China—and particularly those who went down to the sea in ships—brought this predilection with them, for the doggerel on the tombstones at Macao smacks strongly of the sea. I have room for but one example, but it will suffice to indicate the interest of the little burying place:

"Poor Wand'ers of a stormy day
From wave to wave were driven,
And Fanny's haste and Reason's ray
Serve but to light the troubled way—
There's nothing calm but Heaven."

It will interest many residents in Hongkong to know that the Japanese Consul who is mentioned in the telegrams relating to the Nanking outrages is Mr. Funatsu, who was for some years the Consul in Hongkong and made himself very popular here. Among his qualifications for the post he now occupies is a good working knowledge of the Chinese language.

I was reading the other day a disquisition by an Oriental writer on the status of women in the East, and was struck by the constant use of the word "female," instead of "woman" or "girl." The word grades on English ears nowadays, though there was a time when it was commonly used by the best English writers. Quite recently I read in a Home paper a little account of the history of the word. Chaucer introduced it under the guise of "female," and Shakespeare used it a few times instead of "woman." But it was the early novelists who clothed it with respectability by making all their women "females." So exceedingly respectable had it become in the time of Dr. Johnson that Fanny Burney called the Princess Royal "the second female in the kingdom." Even so late as the publication of Tennyson's "Princess" Mrs. Browning was able to write with perfect propriety that the poem dealt with "a University attended by females." Then decadence set in till now no shred of respectability is left to it. "Female," once good enough to connote a Princess Royal, is now barely fit for a militant suffragette.

ROBERT RANDOM.

"Pa," said Little Willie in London, "what do those initials G. R. on all the public places mean?" "Georgius Rex," my son," said the learned father. "That means King George." "I suppose if means King George," said the boy. "Mrs. Pankhurst came to the throne, pa?" "be changed to P.W., wouldn't they, pa?" "P.W.?" queried the learned man, innocently. "Why, what would that mean—Public Works?" "Why, no mean—Public Works?" "It would mean Pankhurst Weeks."

MACAO NOTES.

The typhoon has once more passed us by. The weather was very threatening on Friday, and steamers, launches and native craft had to make for shelter.

Dr. Almeida, the Colonial Surgeon, has retired on pension and was promoted to the rank of Colonel on his retirement. Dr. Arango is at present acting in his stead.

Much dissatisfaction is expressed by the general public at the carelessness of Post Office officials in not keeping a stock of half, one and two cent stamps, in consequence of which letters to Hongkong and other Eastern ports have to be posted with stamps of a higher value.

No further captures of the escapees from Macao gaol have been made, and it is about time the police authorities directed their attention to the Chinese detective staff. These men have the reputation of being very clever at capturing those concerned in comparatively trivial crimes, but the man who breaks the law in a big way generally gets clear.

The Rt. Rev. the Bishop of Macao has been relieved of membership of the Government Council.

Senhor Machado, ex-Governor of Macao, is going to stand in the forthcoming elections as the representative of the Colony. The aspirant for parliamentary honours is the author of a book on the Colony, and electors who have read it should know how to vote.

Senhor Constancio da Silva has been appointed Chinese Procurator of the Colony, and should prove a capable man for the post, as he has an extensive knowledge of the Chinese and their customs. If he is not already aware of it, he will not be long in discovering that many things under the *apis* of his office need reforming.

ALLEGED EXTENSIVE EMBEZZLEMENT IN BATAVIA.

A LADY ARRESTED.

Caritas Sonneveld Rugensburg, whose husband, a bank cashier from Batavia, was arrested on Thursday on a steamer and charged with embezzlement, was brought up at the Magistracy on Saturday morning before Mr. Hazeland and charged with being in possession of Guilders 118,000, stolen outside the Colony, well knowing the money to have been stolen.

Chief Detective Inspector Collett prosecuted, and Mr. J. H. Gardiner appeared for the defence.

Inspector Collett applied for a formal remand till Thursday, the 18th instant, when the accused's husband will be brought up on remand. He stated that the Netherlands Consul had wired to Batavia (where the money is alleged to have been stolen) to inquire whether the extradition of the woman was desired as well as of her husband.

A formal remand till Thursday was granted.

The total sum alleged to have been stolen, or embezzled, is Guilders 180,000, and of this the police have recovered Guilders 148,000, and £2,000 sterling.

GIRL GOLFER'S DRINKING CUP.

A SCHOOLGIRL'S REMARKABLE VICTORY.

The greatest surprise of the golf tournament at Oberhof, in Thuringen, has been the winning of the coveted trophy of the "Saxon Shield"—a wandering prize offered this year by the Duke of Saxe-Coburg-Gotha—by Fraulein Erika Beck, a Hamburg schoolgirl, seventeen years of age, who employed the one day's dispensation which she obtained from her boarding school in walking away with the trophy over thirty-odd competitors. It was extraordinary work, and golf experts consider her without question a future candidate for championship honours in some of the big English matches. Mr. William J. Sowerbutts and Mr. D. H. Lippitt, both of Bremen, tied for second with a net score of 149.

The situation, says the *New York Herald* (Paris edition), was not without an element of humour, as the permanent trophy which accompanies the "Saxon Shield" is a Celtic drinking-cup of huge proportions, which it would be difficult to imagine among the contents of a young girl's boudoir, and which only shows how far was such a result from the minds of the donors.

Mr. A. F. Ruffer takes back the challenge cup awarded to the winner of the open amateur championship to the Walton Heath Golf Club, in England. He played solid golf throughout, defeating his opponent, Herr Hermann Amisnek, of Hamburg, in the final by 10 up and 9 to play. His real victory was in the semi-final, where he defeated Mr. C. G. Pemberton (1 up).

By invitation of the committee, the professionals from the leading clubs of the German Golf Association competed in a 36-hole medal play contest. The winner was C. S. Butchart, the professional at the Berlin Golf Club. Butchart's score was 69 for each round. He also took half the money bonus offered for the best score by Mr. J. M. Stettenheim, of New York.

CANTON NOTES.

CANTON, September 12th.

COUNSEL OF PERFECTION.

Whilst giving instructions, a couple of days ago, to several of the newly-appointed district Magistrates, who had been ordered to apply in person at the Yamen for the credentials of their appointments, Governor-General Lung gave to them some interesting advice. He counselled them not to struggle for wealth. Kwangtung, he said, had been brought to its present (deplorable) condition through the avarice of officials. He entreated them to absolutely banish from their minds the desire for wealth, and to regard money-making as the greatest possible disgrace, when they took up office. Then, although what they did might not be wholly right, at least the sufferings of the people would be lessened.

THE PEKING MILITARY CONFERENCE.

A conference will be held in Peking some time this month, when schemes will be discussed for "the centralization of military control," and the War Office has invited each province to appoint an officer on the general staff to attend.

RE-COMMISSIONING FUGITIVE OFFICERS.

A notification has been issued by the general staff officer of the 1st Division of the Luk Kwan, stating that he has been directed by the Governor-General to re-commission those officers of the 1st Division who left the service owing to the disbandment of certain regiments.

PROHIBITION OF OPIUM SMOKING.

At the request of the National Association for the Prohibition of Opium-smoking, the Board of Interior Affairs has issued an order to all the provinces directing that under no circumstances shall any persons, no matter what community or organization they may belong, be allowed to resist or hinder the progress of searches which are being made, from time to time, by the authorities for opium and opium-smokers. It is a well-known fact that the police have found it difficult to get at smokers of the drug who belong to the official class. It is also to be hoped that this order will have the effect of putting an end to the divers that are being kept by certain soldiers in the City, so often referred to by the Chinese Press.

September 13th.

THE NANKING AFFAIR.

Yesterday the Japanese Consul visited Governor-General Lung, and in the course of the interview he is reported in the Chinese Press to have said that he felt sure that the matter of the accidental murder of Japanese at Nanking would be amicably settled between the two countries.

FUGITIVE REBEL LEADERS.

It is stated that Governor-General Lung yesterday dispatched a telegram to the President urging him to negotiate with the foreign Powers for the surrender to China of the fugitive rebel leaders. The message says that unless they are all brought to justice, there is every possibility of the "dead ashes" being rekindled.

THE RECENT FLOODS.

A lengthy report by the representatives of the Institution for the Relief of Calamities, who were recently sent to the Sun-win and Heungshan districts to distribute rice to the victims of the recent inundations, has been received by the Government. It shows that, with one or two exceptions, all the places visited are in a state of devastation; most of the houses have been utterly ruined, those that are left being in many cases hardly recognisable; the crops are wholly destroyed and thousands of sufferers are left homeless and helpless. The damage done to the market town of Koo Chun (Sun Wui district) is only of a very slight nature, owing to the timely precautions taken by the inhabitants. Altogether over 50,000 catties of rice have been distributed in these two districts.

BIRTHDAY OF CONFUCIUS.

Preparations are being made for a grand celebration of the anniversary of the Birthday of Confucius throughout the City. The celebration will probably be the greatest of its kind ever witnessed in Canton. The day falls on the 27th of this month, which will be observed as a holiday by most, if not all, of the Chinese shops.

THE COCAINE AND MORPHINE CASE.

A FURTHER ADJOURNMENT.

The hearing was resumed on Saturday morning before Mr. Orme at the Magistracy of the case in which George Leopold Duncan, of Messrs. MacEwen, Frickel & Co., stands charged with being in unlawful possession of 18lbs. of morphine and 510 ounces of cocaine on the 23rd August.

Mr. P. M. Hodgson (Crown Solicitor) prosecuted, and Mr. P. W. Goldring defended.

Wong Kit, Hongkong compradore of Messrs. MacEwen, Frickel & Co., was re-called, and in reply to Mr. Hodgson, said that he was responsible for the cargoes coming in.

Leung Lai Ting, Canton compradore of Messrs. MacEwen, Frickel & Co., said that he employed brokers and assistants in Canton. Some would be employed by him, and some by the company. Leung Kum Tong was a friend of his. He returned from abroad some time ago, and was at present dealing with imported foreign goods. Leung Kum Tong was a partner in the Po Hang firm, in Canton.

Witness brought his family to Hongkong when the rebellion broke out. On the 21st August he saw Leung Kum Tong in Hongkong, and was told that he had some goods for which he was trying to find a place of storage for a few days. He asked witness to find a place for him. Witness said there was no room in his company's godown at present. Leung Kum Tong then said it was merely a few days. Witness told him it would be better to store the goods in the Kowloon godown. Leung Kum Tong said that he would be sending the goods to Canton a few days later, and if witness could get a place for him it would save him the trouble of getting the things to Kowloon. He did not tell witness where the goods were at that time. There was nothing extraordinary in Leung Kum Tong's request. Leung Kum Tong said there were between ten and twenty cases. Witness saw him again at 5 o'clock in the company's office and he went up to witness' desk and said he had ten odd cases to store. Witness sent for the office boy and asked if he could find room for the cases. He saw the boxes, but as he was writing did not pay much attention to them. He left the office at 5.40; Mr. Duncan left at 5 o'clock. On the Thursday night witness went to Canton, and he returned on Sunday in response to a telegram from Mr. Duncan. In consequence of certain interviews with Mr. Duncan he returned to Canton the same evening, and on the following day saw Leung Kum Tong at the Yat King Lau. He asked Leung Kum Tong about the boxes which he had left in Messrs. MacEwen, Frickel & Co.'s office, and it was arranged that they should meet at a certain train. Leung Kum Tong did not keep his appointment, and witness came down alone and reported to Mr. Duncan. He had made efforts to find Leung Kum Tong, but so far they had been unsuccessful; there were many men out looking for him. He understood that the Po Hang had an office on the Bund, but it was now deserted, though the signboard was still up. He had not been to the office, but had ascertained this. Goods belonging to Canton customers were frequently stored in the office.

Witness was then cross-examined by the Crown Solicitor, who asked:—

Nobody seems to have seen Leung Kum Tong in the office?—They might have seen him, but they do not know him.

Do you store things in the office without reporting it?—I intended to have told Mr. Duncan, but he was not there. Witness added that it was not necessary for him to tell the compradore. He left word with the office boy before he went to Canton, and thought he would report. He usually reported the storage of goods, but on this occasion, being in a hurry to get to Canton, it escaped his memory.

You knew the contents of these cases, did you not? You knew that they contained narcotics and tins of starch, didn't you?—No. Leung Kum Tong only told me they contained light provisions.

And you yourself saw the goods come into the office?—Yes.

I suggest to you that you yourself brought them into the office. Deny it if you like—I did not. I was writing at the time.

You would not deal in tins of morphine?—

Mr. Goldring—I don't know whether your Worship thinks that a fair question. The Crown Solicitor—It is a fair question, and I am going to ask it. You would not deal in morphine?

Witness (in English)—I never done it. The Crown Solicitor—Well, don't get annoyed. You have not done it?—No. I have never attempted to bring in cases of sardines containing morphine.

The Crown Solicitor—What did you come to Hongkong for on August 21st?—My wife came to Hongkong because of the trouble in Canton.

How do you know Leung Kum Tong was a partner in the Po Hang firm?—He told me so.

Have you ever given permission to people to store goods in your office before?—It has happened in the case of a good friend of mine.

What right have you to give permission to store goods?—Because the two offices are the same.

But what right have you got to give permission?—I would do it in the case of an intimate friend who I knew to be honest. Since this trouble I would never trust anyone again.

Have you been in negotiation with Mr. Duncan and Wong Kit for the last ten days on this case?—Yes. It was not specially for this case that I came down. I had other ordinary business as well.

Wong Ki Mong, office "boy" of Messrs. MacEwen, Frickel & Co., said that he had been with the firm for eight years. He kept the keys of the strong-room, one of the cupboards inside, and a key of his desk in the office passage. On August 21st a man called Leung Kum Tong came in, and said he was going to see the compradore from Canton. Witness had seen the man before, but did not know what he was. He went into the compradore's office and came out after staying a few minutes with the compradore. The latter told witness that Leung Kum Tong had some goods he wanted to get a place for. Witness said there was no room in the place, but they could be stored in the passage. Coolies afterwards brought the cases to the passage. Mr. Duncan was in the office then. Later Leung Kum Tong came back after Mr. Duncan had gone, and they wanted to re-pack the goods. Witness said there was no room. Leung Kum Tong said he would give witness \$250 if he was allowed to re-pack, and he received \$50 in advance. Witness said they could re-pack in the strong-room between 7 and 9 p.m., as there would be no one in the office at that time except witness. Mr. Duncan sometimes returned to the office after dinner. When Leung Kum Tong came back with the coolies at 7 p.m. witness opened the strong-room, and then went to the compradore's office, where he remained. These people left about 9 o'clock. Witness had previously told them that it would not be safe to remain after 9 o'clock. When the men left, witness was told to clean the place, and did so. On the Friday night Leung Kum Tong and the coolies came again, and witness let them in. They went into the strong-room again, and left about nine o'clock. Mr. Duncan came that night at ten minutes past nine. The men took his keys away on the second night. Leung Kum Tong had asked witness to get him some empty cases to pack the goods in, and witness obtained some from the godown. The men took away some broken wood with them. He did not know what was in the tins until the Thursday night, when Leung Kum Tong said he had cocaine which he wished to re-pack.

Mr. Goldring—Did you not think it was wrong not to tell Mr. Duncan?—I was told to keep it secret and not tell anyone. That was what you got the \$250 for. Do you know if Mr. Duncan is going to dismiss you?—I don't know. It cannot be helped. I know that I was wrong.

Continuing, witness said that on the Saturday when the goods were seized he did not report to the compradore or to Mr. Duncan about the re-packing which had taken place. Mr. Duncan asked him when he returned from the Police Court where the goods came from and he replied where the goods came from, and he threatened to have him arrested, and he had frightened him. He confessed. He had seen Leung Kum Tong on previous occasions in the office inquiring for the Canton compradore.

The Crown Solicitor (cross-examining)—Have you been bribed to give evidence in this case also?

Mr. Goldring—Is that a proper question, your Worship?—

The Crown Solicitor—He has been bribed once, and he could be bribed again. Mr. Goldring—I should think that is hardly the sort of question the Crown would ask. One is accustomed to think of the Crown as prosecutors, and not as persecutors.

The Crown Solicitor—When dealing with a witness of this character you have to persecute. This witness has already admitted that he had accepted a bribe once.

Mr. Goldring—It is tantamount to asking him if he has committed perjury. I am not frightened about it. If you think it is a proper question, your Worship, let it be asked.

The Crown Solicitor—All right, I won't press it.

In reply to further questions the witness said he did not tell the compradore or Mr. Duncan because he was told to keep the matter secret. Regarding the use of the photographic plates placed at the top of the boxes, the witness said he did not know at the time that they were taken. The men said they would only use the strong-room and not go anywhere else, and while they were re-packing he went into the compradore's room and read a paper. On the Saturday morning Leung Kum Tong removed two cases from the office. He had not yet received the remainder of his bribe. Leung Kum Tong said he would pay this when the whole thing was finished and witness expected him to return. Leung Kum Tong had never taken goods into Messrs. MacEwen, Frickel & Co.'s office before, and so far as he knew nobody else had ever re-packed goods there.

The hearing was adjourned till Monday at 2.15 p.m.

THE TIBETAN CONFERENCE.

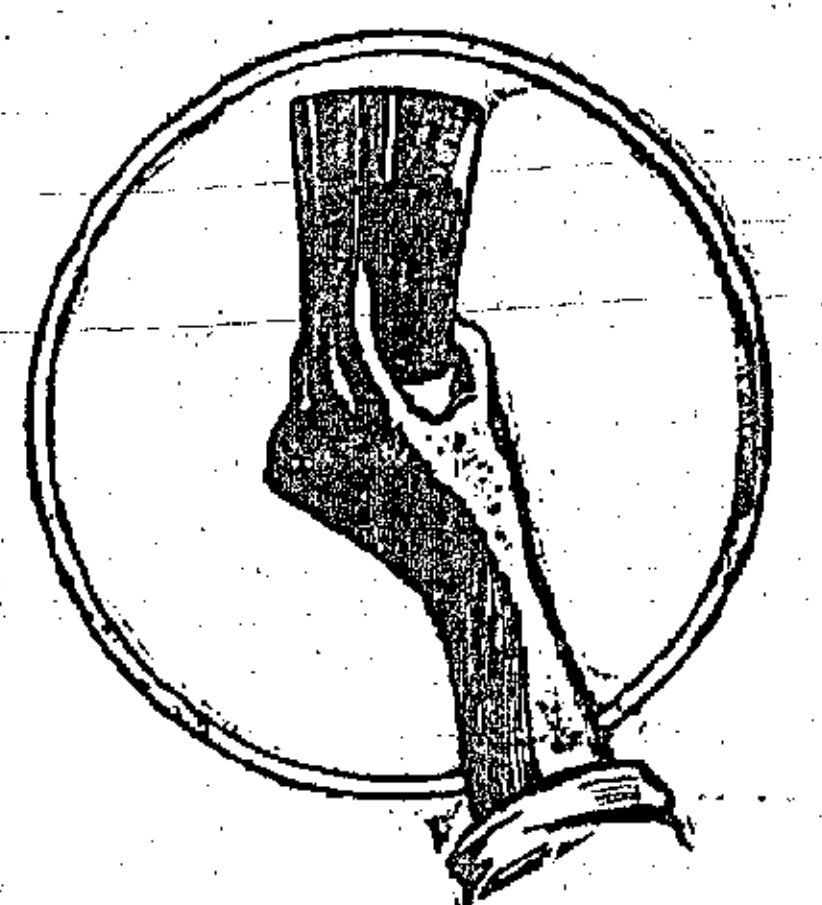
DEPARTURE OF MR. IVAN CHEN.

Ivan Chen has left Peking for Simla as China's special plenipotentiary to the forthcoming Tibetan Conference. He has spent several strenuous days, during which he has been received in audience by Yuan Shih-kai and has selected a staff, consisting of five, including one English-speaking secretary.

The Chinese Government express the hope that Ivan Chen's mission will succeed in effecting a friendly arrangement with the British Government. They hope further that, if this is accomplished, the same conference can come to an agreement regarding Pienma and the Yunnan frontier, which for a distance of 220 miles north from Pienma to the Tibetan border is still undelimited.

INTIMATIONS.

THE BEST THE BREWER'S BREW



GUINNESS'S "WHEEL" BRAND STOUT.

SOLE AGENTS FOR CHINA:

H. RUTTONJEE & SON,
14, QUEEN'S ROAD CENTRAL.

MAPPIN & WEBB, LIMITED.

NEW CONSIGNMENTS

STERLING SILVER WARE.

PRINCE'S PLATE

(GUARANTEED FOR 30 YEARS.)

CUTLERY.

From the

SOLE AGENTS:

CHS. J. GAUPP & CO.,

ALEXANDRA BUILDINGS.

CHATEL ROAD.

PERTUSSIN.

Is a harmless and efficient remedy against all diseases of the respiratory organs, especially WHOOPING COUGH, CATARRH OF LARYNX, ACUTE AND CHRONIC BRONCHIAL CATARRH, ASTHMA, &c., which has been recognised unequalled by the highest authorities. Also the AFFECTIONS OF THE LUNGS will be greatly relieved by the use of it.

TO BE HAD AT EVERY CHEMIST.

IMPORTERS:

S. J. BETINES & CO.

TIENTSIN AND PEKING.

VOELKEL & SCHROEDER, LTD.

SHANGHAI.



NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed DAILY PRESS only, special business matter THE MANAGER.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded. Orders for extra copies of DAILY PRESS should be sent in before 12 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

P.O. Box, 33. Telephone No. 12.
Telegraphic Address: "Press."
Cables: A.B.O. 5th Ed., Tiber's.

NEW ADVERTISEMENTS

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, CEYLON, GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICA PORTS.

THE Steamship

"ASSAYE,"
Captain G. J. Caldwell, carrying His Majesty's Mail, will be despatched from this port for BOMBAY, on SATURDAY, the 27th September, 1913, at Noon, taking Passengers and Cargo for the above Ports, in connection with the Co.'s s.s. "MOULTAN," from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables and Tea and Cargo for France and London (under arrangement) will be transhipped at Colombo into the Mail Steamer proceeding direct to Marseilles and London, other Cargo for London, &c., will be conveyed via Bombay in the s.s. "PIRATA," due in London on the 11th November, 1913.

Parcels will be received at the Office until 4 P.M. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to
K. A. HEWETT,
Superintendent.

Hongkong, 15th September, 1913. [1]

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENARTY"
FROM ANTWERP, MIDDLESBRO, LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 20th inst. will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 27th inst., or they will not be recognized. All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 23rd inst., at 11 A.M.

No Fire Insurance will be effected. Bills of Lading will be countersigned by GIBB, LIVINGSTON & Co., Agents.

Hongkong, 15th September, 1913. [1078]

NOTICE TO CONSIGNEES.

P.M. S.S. "KOREA"
FROM SAN FRANCISCO, JAPAN PORTS AND MANILA.

THE above-mentioned Vessel having arrived, Consignees of Cargo are hereby notified to send in their Bills of Lading for Counter signature, and take immediate delivery of Cargo from the Company's Godown at West Point, Cargo will be landed immediately on arrival of Steamer.

Cargo remaining undelivered on TUESDAY, the 16th inst., at 5 P.M., will incur landing charges.

Cargo remaining undelivered MONDAY, 22nd inst., at Noon, in addition to landing charges, will be subject to storage charges.

No Fire Insurance will be effected. All chafed and otherwise damaged Cargo will be examined at the above Company's Godown SATURDAY, 20th inst., at 10 A.M.

No Claims will be entertained unless accompanied by short delivery note or list of exceptions taken at the time of delivery to Consignees and signed for and on behalf of the Pacific Mail S.S. Co.

All Claims must be filed on or before 14th Oct., otherwise they will not be recognized.

W. C. MORTON,
Agent.

Hongkong, 14th September, 1913. [130]

WANTED.

ENGLISH LADY, in Japan, seeks post in Hongkong, as Companion or help; would take charge of infant or small child.

Apply to—
Care of "Daily Press" Office.
Hongkong, 13th September, 1913. [1075]

NOTICE.

WE have numerous patterns in announcing to our Numerous Patrons and Customers that we have opened a NEW SILK STORE in the most up-to-date Style and Fashion at the Large and Commodious Premises No. 38 and 40, QUEEN'S ROAD CENTRAL, lately occupied by Messrs. H. Kaitonjoe & Son, where we are displaying an entirely new, Handsome and Gorgeous Stock of SILK GOODS and JEWELLERY WARE of all Descriptions in a Variety of New, Elegant and Attractive Designs and Patterns.

The Stock includes a Choice Selection of Turkish, Persian and Indian SILK CARPETS and WOOLLEN RUGS in Chaste and Elegant Patterns.

Prices Specially Reduced for Summer. Cheapest Store in the Colony. An Early Visit Earnestly Solicited.

D. CHELLARAM,
Hongkong, 26th July, 1913. [1077]

PUBLIC COMPANY

A. S. WATSON & CO., LIMITED.

NOTICE.

SHARE CERTIFICATE No. 6008 for TWENTY-FIVE (25) SHARES numbered 7727 to 7751 inclusive fully paid-up, standing in the name of JAMES SAUNDERS, PRAGER of Manila, having been LOST or DESTROYED, NOTICE IS HEREBY GIVEN that unless the said Certificate be produced at the Office of the Company, Alexandra Buildings, Des Vaux Road Central, Hongkong, on or before the 23rd September, 1913, New Certificate for the said Shares will be issued and the Old Certificate will thereafter be held by the Company as Null and Void.

JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, 23rd August, 1913. [1001]

CANTON INSURANCE OFFICE, LTD.

NOTICE.

NOTICE IS HEREBY GIVEN that a SCRIP CERTIFICATE with respect to 5 Shares numbered 1799/1803 in the above Office standing in the name of AMPENG SAI (deceased), of Bangkok, has been LOST, and should the same not be produced before the 27th instant, a new Scrip Certificate will be issued in favour of the said AMPENG SAI (deceased), and no transaction taking place under the old Scrip Certificate will be recognised by the Office.

p. pro. JARDINE MATHESON & Co., Ltd.,
T. S. FORREST,
General Agents.
Hongkong, 12th September, 1913. [1076]

INTIMATIONS

HONGKONG CLUB.

NOTICE.

THE TWENTY-FOURTH HALF-YEARLY DRAWING of 65 DEBENTURES (1898 issue) of the Hongkong Club, Payable on TUESDAY, the 30th September, 1913, will be held in the Club House at 11 o'clock A.M. on FRIDAY, the 19th September, 1913.

Bearers of Debentures are invited to attend the Drawing.

By Order,
JAMES CRAIK,
Secretary.
Hongkong, 9th September, 1913. [1050]

HONGKONG JOCKEY CLUB.

SUBSCRIPTION GRIFFINS FOR THE 1914 MEETING.

MEMBERS desirous of Subscribing are requested to send their Names to the Undersigned as soon as possible. Lists will be found at the Hongkong Club and at the Jockey Club's Office.

H. P. WHITE,
Acting Clerk of the Course.
Hongkong, 9th September, 1913. [1060]

THE HONGKONG AND CHINA GAS CO., LTD.

NOTICE.

ON and from October 1st, 1913, the Price of GAS to the Public will be Reduced to \$2.50 per 1,000 Cubic Feet.

By Order of the Directors,
J. McCUBBIN,
Acting Local Secretary and Resident Engineer.
Hongkong, 9th August, 1913. [658]

MESSAGE.

SKILFUL. Safety in the General or Electric.

Miss MORITA,
Care of NIPPON HOTEL,
15, 16 and 17, Connaught Road,
Opposite Blake Pier.
Hongkong, 8th May, 1913. [552]

FOR SALE or TO LET.

TWO LARGE HOUSES in GAGE STREET, FOUR STORIES, Eight Rooms and Servants' Quarters.

For full particulars, apply—
Care of "Daily Press" Office.
Hongkong, 6th September, 1913. [1043]

GRACA & CO.

PRINCE ST. (Hongkong Hotel Building).
Dealers in

POSTAGE STAMPS, PICTORIAL POST CARDS, TOYS, GAMES, BOOKS.

FRESH SUPPLY OF VEGETABLE SEEDS.

TO LET.

TO LET.

(From 1st July, 1913.)

NO. 2, MOUNTAIN VIEW.

Apply—
Linstead & Davis,
Hongkong, 10th June, 1913. [780]

TO LET.

NO. 104A, THE PEAK, from 1st No. 1913, Partly Furnished.

Apply—
S. J. DAVID & Co.,
Princes Building
Hongkong, 9th September, 1913. [1]

INTIMATIONS

LANE, CRAWFORD & Co.

PIANO DEPARTMENT

SPECIAL OFFER FOR TWO WEEKS ONLY

OF THE WHOLE OF OUR STOCK OF

MAGNIFICENT NEW PIANOS

By Broadwood, Dörner, Collard, Challen, ETC.

AT ENORMOUS REDUCTIONS

FOR CASH ONLY.

MUSICAL INSTRUMENTS, VIOLINS, BANJOS, MANDOLINES
BRASS INSTRUMENTS AT
HALF-PRICE.

A few of the Bargains are mentioned below—

PIANOS	USUAL PRICE	SALE PRICE
Ebonized Solid Mahogany by Challen & Son	\$ 575	\$ 475
Solid Mahogany Cottage by Collard & Collard	\$ 550	\$ 450
Ebonized Mahogany Cottage by Collard & Collard	\$ 600	\$ 500
Ebonized Mahogany Cottage by Broadwood	\$ 600	\$ 500
Ebonized Mahogany Cottage by Broadwood	\$ 700	\$ 600
Solid Oak with Folding Doors by Broadwood	\$ 750	\$ 600
Ebonized Baby Grand by Broadwood	\$1,300	\$1,000
Ebonized Upright Model by Dörner & Sohn	\$ 750	\$ 640
Ebonized Piccolo Grand by Dörner & Sohn	\$1,150	\$ 970

MUSIC.

VOCAL SCORES:—USUAL PRICE \$4.50, SALE PRICE \$1.00 EACH.

SHEET MUSIC:—SONGS, WALTZES, ETC., USUAL PRICE \$1, SALE PRICE 50 CENTS EACH.

SOILED SHEET MUSIC 20 CENTS PER COPY, 6 FOR \$1.00.

The above Department will shortly be transferred to Mr. WM. ANDERSON, our Piano Manager, who will carry on the Business at New Premises.

LANE, CRAWFORD & CO.

[46]

PEEK, FREAN & CO.'S CELEBRATED BISCUITS.

CAN BE OBTAINED FROM—
WING ON CO.
SINCERE CO.
KWONG HIP SHING.
KWONG WAH.
KWONG FOOK CHEONG.
AND OTHER LEADING GROCERS.

SUN CO.
CHEN KWONG.
M. Y. SAN.
M. ALLISON.
SAN KWOK MAN.
LEMON PUFF CREAM.
CLOTTED CREAM.

ASK FOR OUR SPECIAL NOVELTIES:
PATA-CAKE.
SHORTCAKE.
TEDDY BEAR.

Other well-known Biscuits such as Marie, Petit Bours, Milk, Nico, Osborne, etc., are also made by us and Sold at Prices which Compare Favourably with any other Makers.

REPRESENTATIVES FOR SOUTH CHINA:
MACWEN, FRICKEL & Co.,
1st May, 1913
HONGKONG AND CANTON. 392-2

THE MEDICAL HALL,

TELEPHONE No. 1001.

THE Undersigned beg to notify the Public that they have taken over the Business known as THE MEDICAL HALL, ICE HOUSE STREET, opposite KING EDWARD HOTEL, from the 1st September, 1913.

A. KUBY AND W. KORNATZ,
Pharmaceutical Chemists.
Hongkong, 15th September, 1913. [1077]

TO LET.

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AUCTIONS

G. R.

PUBLIC AUCTION.

PARTICULARS AND CONDITIONS of the letting by Public Auction Sale, to be held TO-DAY (MONDAY), the 15th day of September, 1913, at 3 P.M., at the Office of the PUBLIC WORKS DEPARTMENT, by Order of His EXCELLENCY THE OFFICER ADMINISTERING THE GOVERNMENT, of Two Lots of CROWN LAND at Wong Nei Chong Road and Tai Hang Village respectively in the Colony of Hongkong, for a term of 75 years, with the option of renewal at CROWN RENTS to be fixed by the Surveyor of His MAJESTY THE KING, for one further term of 75 years.

PARTICULARS OF THE LOTS.

No. of Sale.	Locality.	Boundary Measurements.	Contents in Acres, Roods, and Perches.	Annual Rent.	Upset Price.
1.	Lot 1, at Wong Nei Chong Road.	100 feet by 150 feet.	15.0000	225.00	225.00
2.	Lot 2, at Tai Hang Village.	100 feet by 150 feet.	15.0000	225.00	225.00

FOR THE SUMMER MONTHS SPECIALITIES

CORNEO OX TONGUES,
CORNEO BEEF,
CORNEO PORK.

PRESSED BEEF.
GERMAN SAUSAGES.

These are a few of the delicacies offered for sale by

THE
DAIRY FARM Co., Ltd.

[28]

NOTHING BETTER FOR THE SEASON!

JUST RECEIVED.

STYLISH BATHING DRESSES and CAPS.

FINEST VOILES, STRIPED, FLOWERS and FANCY.

FINEST MUSLINS, PLAIN and DOTTED, EMBROIDERED MATERIALS, &c., &c.

You will find our Range incomparable for Quality, Style and Prices.

HOOSAIN-ALI & Co.,
10, D'AGUIAR STREET.
Hongkong, 26th June, 1913. [45]

BANKS

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION.

Rules may be obtained on application.

INTEREST on deposits is allowed on the Minimum Monthly Balances at 3½ per cent. per annum.

Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 per cent. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION.
N. J. STABB,
Chief Manager.
Hongkong, 1st July, 1911. [19]

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE—LONDON.

PAID-UP CAPITAL £1,200,000
RESERVE FUND £1,700,000
RESERVE LIABILITY OF PROPERTIES £1,200,000

FOREIGN EXCHANGE and General Banking business transacted.

CURRENT ACCOUNTS opened and FIXED DEPOSITS received for 1 year or shorter periods at rates which will be quoted on application.

A. S. HEWETT,
Acting Manager.
Hongkong, 14th April, 1913. [131]

NEDERLANDSCH-INDISCH HANDELSBANK.

(NEDERLANDSE INDIA COMMERCIAL BANK.)

ESTABLISHED 1853.

Authorised Capital Fl. 30,000,000 (£2,600,000).
Paid-up Capital .. Fl. 17,437,000 (£1,450,588).
Reserve Fund .. Fl. 5,618,000 (£483,166).

HEAD OFFICE: AMSTERDAM.
HEAD AGENCY: BATAVIA.

LONDON BANKER:
THE WILLIAMS & DOUGLASS BANK.
SWISS BANK CORP.

THE BANK transacts every description of Banking and Exchange Business, receives money on Current Account at the rate of 2 per cent. per annum on Daily Balances.

Rates on Fixed Deposit can be ascertained on application.

G. VERMEY, Manager,
No. 5, Des Vaux Road Central.
Hongkong, 13th August, 1913. [21]

BANKS

INTERNATIONAL BANKING CORPORATION.

HEAD OFFICE: 60, Wall Street, New York.
LONDON OFFICE: 25, Bishopsgate, E.C.

BRANCHES.

Bombay	Kobe
Calcutta	Manila
Canton	Mexico
Cebu	Panama
Colon	Peking
Empire	San Francisco
Hankow	Shanghai
Hongkong	Yokohama

CAPITAL AND SURPLUS \$7,000,000
equal \$1,400,000

EVERY DESCRIPTION OF BANKING BUSINESS transacted.

CURRENT ACCOUNTS opened on the usual terms.

DEPOSITS RECEIVED, fixed for one year at 4 per cent. per annum or for shorter periods, at rates which may be ascertained on application.

BILLS NEGOTIATED and COLLECTED. MAIL and TELEGRAPHIC REMITTANCES made.

LETTERS OF CREDIT and DRAFTS granted on all the principal cities in the World.

THE BANK'S CIRCULAR LETTERS OF CREDIT are available all over the World.

COMMERCIAL LETTERS OF CREDIT issued.

PURCHASE and SALE of Stocks and Shares effected.

TRAVELLERS' CHECKS sold and cashed. GEORGE HOGG, Manager.

8, Queen's Road,
Hongkong, 2nd November, 1912. [234]

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL \$15,000,000
RESERVE FUNDS:—
Sinking \$15,000,000
Savings \$17,450,000

RESERVE LIABILITY OF PROPRIETORS \$15,000,000

COURT OF DIRECTORS:
S. H. DODWELL, Esq., Chairman.
Hon. Mr. D. LANDALE, Deputy Chairman.

G. Friesland, Esq. J. A. Plummer, Esq.
O. S. Gubbay, Esq. W. L. Pattenden, Esq.
P. H. Holyoak, Esq. H. A. Siebs, Esq.
G. E. Laurens, Esq. Hon. Mr. E. Shellim.
F. Lieb, Esq.

CHIEF MANAGER:
Hongkong—N. J. STABB.
Shanghai—A. G. STEPHEN.

LONDON BANKERS:
LONDON COUNTY AND WESTMINSTER BANK, LIMITED.

HONGKONG—INTEREST ALLOWED.
On Current Account at the rate of Two per cent. per annum on the Daily Balance.

On FIXED DEPOSITS:
For 3 months, 2½ per cent. per annum.
For 6 months, 3½ per cent. per annum.
For 12 months, 4 per cent. per annum.

N. J. STABB,
Chief Manager.
Hongkong, 16th August, 1912. [16]

THE YOKOHAMA SPECIE BANK

VESSELS ON THE BERTH

REGULAR STEAMSHIP SERVICE.

(WITH LIBERTY TO CALL AT THE MALACCA COAST.)

PROPOSED SAILINGS FROM HONGKONG.

FOR BOSTON AND NEW YORK.

S.S. "SATSUMA" On or about 15th Sept.

For Freight and further information, apply to

DODWELL & CO., LTD.

Agents.

Hongkong, 13th September, 1913. [1013]

THE AMERICAN AND ORIENTAL LINE.

FOR BOSTON AND NEW YORK VIA

SUEZ CANAL.

(With liberty to call at the Malacca Coast.)

THE Steamship

"AFGHAN PRINCE"

Captain Whalley, will be despatched as above

on MONDAY, the 23rd September.

For Freight and passage, apply to

ARNHOLD, KARBURG & Co.

General Agents.

Hongkong, 10th September, 1913. [1061]

GLEN LINE (McGREGOR, GOW

& CO.), LTD.

THE Steamship

"GLENLOGAN" (Capt. JAS. Mcgregor),

FOR GLASGOW, LONDON AND

ANTWERP.

The above steamer will be despatched for the

ports named, on SATURDAY, the 4th October.

The vessel has excellent accommodation for

30 Saloon Passengers, all Cabins Ample, and

is fitted with Electric Light and Fans in

every cabin.

A daily qualified Stewardess and Doctor are

carried.

Attention is particularly directed to the

Moderate Rates charged, viz.:

Saloon Passage, Hongkong to Glasgow,

London, or Antwerp, £40.

For freight or passage, apply to

SHEWAN, TOMES & Co.,

Agents.

Hongkong, 4th September, 1913. [1057]

VESSELS EXPECTED.

THE AUSTRALIAN MAIL.

The I.G.M. str. *Colleen* left Manila on

the 13th September, at 3 p.m., and may be

expected here on or about the 15th Septem-

ber, at daylight.

The E. & A. str. *Eastern*, from Sydney,

etc., left Port Darwin on the 6th Septem-

ber for this port via Timor and Manila,

and may be expected to arrive here on the

20th September.

The N.Y.K. str. *Tanaka Maru* (Austra-

lian Line) left Sydney for this port via

ports on the 3rd September, and is ex-

pected here on the 22nd September.

THE QUEENSLAND MAIL.

The I.G.M. str. *Enidmar*, carrying the

German mails, with dates from Berlin of

the 20th August, left Singapore on the

15th September, at 1 p.m., and may be

expected here on or about the 17th Septem-

ber, at about 7 p.m.

The N.Y.K. str. *Kawachi Maru* (Bom-

bay Line) left Singapore for this port

on the 9th September, and is expected

here on the 15th September.

The N.Y.K. str. *Tosa Maru* (Calcutta

Line) left Singapore for this port on the

9th September, and is expected here on

the 15th September.

The T.K.K. str. *Buho Maru* left Man-

zanilla for Honolulu on the 28th July,

and is due in Hongkong on the 20th

September.

The N.Y.K. str. *Iyo Maru* (European

Line) left Yokohama for this port via

ports on the 10th September, and is

expected here on the 22nd September.

The N.Y.K. str. *Panama Maru* (Bom-

bay Line) left Bombay for this port via

ports on the 9th September, and is expected

here on the 20th September.

The N.Y.K. str. *Yokohama Maru* (Ame-

rican Line) left Seattle for this port

via ports on the 28th August, and is

expected here on the 23rd September.

The Swedish East Asiatic Co.'s str.

Peking left Port Said on the 2nd Septem-

ber, and is expected to arrive here on the

25th September.

The N.Y.K. str. *Kanagawa Maru* (Cal-

cutta Line) left Calcutta for this port via

ports on the 9th September, and is ex-

pected here on the 25th September.

The Swedish East Asiatic Co.'s str.

Japan left Port Said on the 7th Septem-

ber, and is expected to arrive here on the

2nd October.

The N.Y.K. str. *Aki Maru* (European

Line) left Marseilles for this port via

ports on the 6th September, and is ex-

pected here on the 8th October.

The N.Y.K. str. *Sauki Maru* (Ameri-

can Line) left Seattle for this port via

ports on the 9th September, and is ex-

pected here on the 12th October.

INDO-CHINA STEAM NAVIGATION CO., LTD.

Nonsang, from Calcutta, is due in Hong-

kong 25th September.

SHIRE LINE, LIMITED.

Den of Glamis, from London, is due in

Hongkong 19th September.

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessels, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "h," nearest Hongkong "h," midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION.	VESSEL'S NAMES.	FLAG & REG.	BERTH.	CAPTAIN.	FOR FREIGHT APPLY TO.	TO BE DESPATCHED.
LONDON & ANTWERP VIA SINGAPORE, &c.	NYANZA	Brit. str.	h.	H. N. Rivers, R.N.R.	P. & O. S. N. Co.	On 17th inst., at 10 a.m.
LONDON & ANTWERP VIA SINGAPORE, &c.	ADAMANT	Brit. str.	h.	G. J. Caldwell	P. & O. S. N. Co.	On 27th inst., at Noon.
LONDON & ANTWERP VIA SINGAPORE, &c.	ADAMANT	Brit. str.	h.	Jockims	JARDINE, MATHESON & Co., Ltd.	On 12th Oct.
LONDON & ANTWERP VIA SINGAPORE, &c.	ADAMANT	Brit. str.	h.	Belser	HAMBURG-AMERICA LINE	On 17th inst.
LONDON & ANTWERP VIA SINGAPORE, &c.	ADAMANT	Brit. str.	h.	F. E. Cope	HAMBURG-AMERICA LINE	On 22nd inst.
LONDON & ANTWERP VIA SINGAPORE, &c.	ADAMANT	Brit. str.	h.	Hennicke	HAMBURG-AMERICA LINE	On 24th inst., at D'light.
LONDON & ANTWERP VIA SINGAPORE, &c.	ADAMANT	Brit. str.	h.	J. Kano	HAMBURG-AMERICA LINE	On 3rd Oct.
LONDON & ANTWERP VIA SINGAPORE, &c.	ADAMANT	Brit. str.	h.	R. Shimizu	HAMBURG-AMERICA LINE	On 17th inst., at 1 p.m.
LONDON & ANTWERP VIA SINGAPORE, &c.	ADAMANT	Brit. str.	h.	T. Saito	HAMBURG-AMERICA LINE	On 23rd inst., at 4 p.m.
LONDON & ANTWERP VIA SINGAPORE, &c.	ADAMANT	Brit. str.	h.	H. Textor	HAMBURG-AMERICA LINE	On 25th inst.
LONDON & ANTWERP VIA SINGAPORE, &c.	ADAMANT	Brit. str.	h.	J. McGregory	HAMBURG-AMERICA LINE	On 2nd Oct., at 1 p.m.
LONDON & ANTWERP VIA SINGAPORE, &c.	ADAMANT	Brit. str.	h.	Whalley	HAMBURG-AMERICA LINE	On 17th inst., at 10 a.m.
LONDON & ANTWERP VIA SINGAPORE, &c.	ADAMANT	Brit. str.	h.	Knitsobky	HAMBURG-AMERICA LINE	To-day, at 4 p.m.
LONDON & ANTWERP VIA SINGAPORE, &c.	ADAMANT	Brit. str.	h.	Geissel	HAMBURG-AMERICA LINE	About 1st Oct.
LONDON & ANTWERP VIA SINGAPORE, &c.	ADAMANT	Brit. str.	h.	S. Togo	HAMBURG-AMERICA LINE	On 4th Oct.
LONDON & ANTWERP VIA SINGAPORE, &c.	ADAMANT	Brit. str.	h.	M. Winkler	HAMBURG-AMERICA LINE	About 15th inst.
LONDON & ANTWERP VIA SINGAPORE, &c.	ADAMANT	Brit. str.	h.	L. Klugkist	HAMBURG-AMERICA LINE	On 23rd inst.
LONDON & ANTWERP VIA SINGAPORE, &c.	ADAMANT	Brit. str.	h.	W. B. Brown	HAMBURG-AMERICA LINE	On 19th inst.
LONDON & ANTWERP VIA SINGAPORE, &c.	ADAMANT	Brit. str.	h.	J. R. O. Sullivan	HAMBURG-AMERICA LINE	On 24th inst., at Noon.
LONDON & ANTWERP VIA SINGAPORE, &c.	ADAMANT	Brit. str.	h.	Chidley	HAMBURG-AMERICA LINE	On 30th inst.
LONDON & ANTWERP VIA SINGAPORE, &c.	ADAMANT	Brit. str.	h.	Christiansen	HAMBURG-AMERICA LINE	On 19th inst., at Noon.
LONDON & ANTWERP VIA SINGAPORE, &c.	ADAMANT	Brit. str.	h.	L. Klugkist	HAMBURG-AMERICA LINE	On 20th inst., at 1 p.m.
LONDON & ANTWERP VIA SINGAPORE, &c.	ADAMANT	Brit. str.	h.	K. Kawa	HAMBURG-AMERICA LINE	On 4th Oct., at 1 p.m.
LONDON & ANTWERP VIA SINGAPORE, &c.	ADAMANT	Brit. str.	h.	S. Tomimaga	HAMBURG-AMERICA LINE	On 19th inst., at 11 a.m.
LONDON & ANTWERP VIA SINGAPORE, &c.	ADAMANT	Brit. str.	h.	E. Komiyu	HAMBURG-AMERICA LINE	On 24th inst., at 3 p.m.
LONDON & ANTWERP VIA SINGAPORE, &c.	ADAMANT	Brit. str.	h.	T. Saito	HAMBURG-AMERICA LINE	On 24th inst., at 3 p.m.
LONDON & ANTWERP VIA SINGAPORE, &c.	ADAMANT	Brit. str.	h.	W. F. Richard	HAMBURG-AMERICA LINE	On 4th Oct., at Noon.
LONDON & ANTWERP VIA SINGAPORE, &c.	ADAMANT	Brit. str.	h.	Fr. Rehn	HAMBURG-AMERICA LINE	Quick despatch.
LONDON & ANTWERP VIA SINGAPORE, &c.	ADAMANT	Brit. str.	h.	J. R. Harris	HAMBURG-AMERICA LINE	On 21st inst.
LONDON & ANTWERP VIA SINGAPORE, &c.	ADAMANT	Brit. str.	h.	L. Jones	HAMBURG-AMERICA LINE	On 23rd inst., at 4 p.m.
LONDON & ANTWERP VIA SINGAPORE, &c.	ADAMANT	Brit. str.	h.	O. H. S. Toque, R.N.R.	HAMBURG-AMERICA LINE	About 27th inst.
LONDON & ANTWERP VIA SINGAPORE, &c.	ADAMANT	Brit. str.	h.	T. Fuchigami	HAMBURG-AMERICA LINE	To-morrow.
LONDON & ANTWERP VIA SINGAPORE, &c.	ADAMANT	Brit. str.	h.	J. W. Evans	HAMBURG-AMERICA LINE	About 16th inst.
LONDON & ANTWERP VIA SINGAPORE, &c.	ADAMANT	Brit. str.	h.	A. E. Hodgins	HAMBURG-AMERICA LINE	On 25th inst., at 11 a.m.
LONDON & ANTWERP VIA SINGAPORE, &c.	ADAMANT	Brit. str.	h.	Wake	HAMBURG-AMERICA LINE	On 24th inst., 11 a.m.
LONDON & ANTWERP VIA SINGAPORE, &c.	ADAMANT	Brit. str.	h.	E. Schenk	HAMBURG-AMERICA LINE	On 20th inst., P.M.
LONDON & ANTWERP VIA SINGAPORE, &c.	ADAMANT	Brit. str.	h.	J. Miller	HAMBURG-AMERICA LINE	On 20th inst., at M'night.
LONDON & ANTWERP VIA SINGAPORE, &c.	ADAMANT	Brit. str.	h.	W. G. G. Leask	HAMBURG-AMERICA LINE	About 22nd inst.
LONDON & ANTWERP VIA SINGAPORE, &c.	ADAMANT	Brit. str.	h.	P. S. McMurray	HAMBURG-AMERICA LINE	On 25th inst., at 4 p.m.
LONDON & ANTWERP VIA SINGAPORE, &c.	ADAMANT	Brit. str.	h.	Hori	HAMBURG-AMERICA LINE	About 25th inst.
LONDON & ANTWERP VIA SINGAPORE, &c.	ADAMANT	Brit. str.	h.	T. Yamaguchi	HAMBURG-AMERICA LINE	On 1st Oct., at 6 a.m.
LONDON & ANTWERP VIA SINGAPORE, &c.	ADAMANT	Brit. str.	h.	C. J. Matlock	HAMBURG-AMERICA LINE	Quick despatch.
LONDON & ANTWERP VIA SINGAPORE, &c.	ADAMANT	Brit. str.	h.	J. E. Drake	HAMBURG-AMERICA LINE	On 17th inst., at 10 a.m.
LONDON & ANTWERP VIA SINGAPORE, &c.	ADAMANT	Brit. str.	h.	Noguchi	HAMBURG-AMERICA LINE	To-day, at 3 p.m.
LONDON & ANTWERP VIA SINGAPORE, &c.	ADAMANT	Brit. str.	h.	Corcock	HAMBURG-AMERICA LINE	On 17th inst., at 10 a.m.
LONDON & ANTWERP VIA SINGAPORE, &c.	ADAMANT	Brit. str.	h.	H. Koehler	HAMBURG-AMERICA LINE	On 17th inst., at 9 a.m.
LONDON & ANTWERP VIA SINGAPORE, &c.	ADAMANT	Brit. str.	h.	H. Mathias	HAMBURG-AMERICA LINE	On 17th inst., at 9 a.m.

CANADIAN PACIFIC ROYAL MAIL STEAMSHIP LINE

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE VIA CANADA AND THE UNITED STATES.

INTENDED SAILINGS FOR 1913.—SUBJECT TO CHANGE WITHOUT NOTICE.

NOTE.—The only fixed dates are departures from LIVERPOOL and HONGKONG. All other dates are approximate only.

To VANCOUVER					To L'POOL					From L'POOL					From VANCOUVER				
Steamers	Hongkong	Shanghai	Nagasaki	Kobe	Yokohama	Vancouver	Quebec	Liverpool	Leave	Arrive	Leave	Arrive	Leave	Arrive	Steamers	Vancouver	Yokohama	Kobe	Nagasaki
EMPERESS OF INDIA	24 Sept.	27 Sept.	29 Sept.	1 Oct.	3 Oct.	15 Oct.	23 Oct.	30 Oct.	15 Aug.	22 Aug.	27 Aug.	10 Sept.	11 Sept.	13 Sept.	EMPERESS OF INDIA	27 Aug.	10 Sept.	11 Sept.	13 Sept.
EMPERESS OF ASIA	8 Oct.	10 Oct.	12 Oct.	14 Oct.	16 Oct.	25 Oct.	30 Oct.	6 Nov.	29 Aug.	5 Sept.	10 Sept.	21 Sept.	22 Sept.	24 Sept.	EMPERESS OF ASIA	10 Sept.	21 Sept.	22 Sept.	24 Sept.
EMPERESS OF JAPAN	22 Oct.	25 Oct.	27 Oct.	29 Oct.	31 Oct.	12 Nov.	20 Nov.	27 Nov.	12 Sept.	19 Sept.	24 Sept.	8 Oct.	9 Oct.	11 Oct.	EMPERESS OF JAPAN	24 Sept.	8 Oct.	9 Oct.	11 Oct.
EMPERESS OF RUSSIA	5 Nov.	7 Nov.	9 Nov.	11 Nov.	13 Nov.	22 Nov.	27 Nov.	4 Dec.	—	—	—	—	—	—	EMPERESS OF RUSSIA	1 Oct.	17 Oct.	20 Oct.	22 Oct.
EMPERESS OF INDIA	19 Nov.	22 Nov.	24 Nov.	26 Nov.	28 Nov.	10 Dec.	17 Dec.	25 Dec.	26 Sept.	3 Oct.	8 Oct.	19 Oct.	20 Oct.	22 Oct.	EMPERESS OF INDIA	8 Oct.	19 Oct.	20 Oct.	22 Oct.
EMPERESS OF ASIA	3 Dec.	5 Dec.	7 Dec.	9 Dec.	11 Dec.	20 Dec.	25 Dec.	1 Jan.	10 Oct.	17 Oct.	22 Oct.	5 Nov.	6 Nov.	8 Nov.	EMPERESS OF ASIA	22 Oct.	5 Nov.	6 Nov.	8 Nov.

PASSAGE RATES—HONGKONG TO LONDON.

Steamers	Meals and Sleeping	Car Berth across	Canada 25 additional.
EMPERESS OF RUSSIA	£71.10	£71.10	
EMPERESS OF ASIA	£65	£65	
EMPERESS OF INDIA	£43	£43	
EMPERESS OF JAPAN	£43	£43	
MONTEAGLE	£43	£43	

SPECIAL FIRST CLASS RATES granted to Naval and Military Officers, Civil Servants, Missionaries, etc. Particulars will be furnished on application.

ROUND THE WORLD RATES in connection with SUEZ MAIL LINES or SUPERLAN ROUTE.

Passengers may proceed by Rail between Ports of Call in Japan if so desired.

THE "EMPERESS OF RUSSIA" AND "EMPERESS OF ASIA"

registered tonnage 16,850, displacement 34,000 tons, are new quadruple screw turbine

steamers, the finest, fastest and most luxurious on the Pacific.

SPLENDID OVERLAND TRAIN SERVICE, connecting with the Company's Atlantic

Steamers, "EMPERESS OF BRITAIN" and "EMPERESS OF IRELAND."

THE COMPANY'S STEAMERS are fitted with powerful Marconi Wireless

Installation.

Route from HONGKONG VIA SHANGHAI, NAGASAKI (through INLAND SEA OF

JAPAN), KOBE, YOKOHAMA AND VICTORIA, B.C.

For full particulars of Passage and Freight Rates, Pamphlets, etc., please

Apply to—

D. W. CRADDOCK,

GENERAL TRAFFIC AGENT, Corner Pedder Street and Praya

INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR SINGAPORE & SOERABAYA

STEAMERS: "CHUNSIANG" Monday, 15th Sept., 2 p.m.

"KWOUSANG" Wednesday, 17th Sept., Noon.

"WINGSANG" Wednesday, 17th Sept., D'light.

"YUENSANG" Thursday, 18th Sept., 2 p.m.

"LOONGSANG" Saturday, 20th Sept., 2 p.m.

RETURN TOURS TO JAPAN.

The Steamers "KYOSENG" and "KOSANG" leave about every 3 weeks for

Shanghai and Japan returning via Kobe (Inland Sea) and Yokohama. Time occupied 20 days.

This service is supplemented by the "KOSANG" and "KYOSENG" leaving Hongkong at regular intervals for Yokohama, Kobe and Moji and returning

direct to Hongkong. Time occupied 16 days.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A daily qualified surgeon is also carried.

Steamers have superior accommodation for First Class Passengers and are fitted throughout

with Electric Light.

Taking Cargo on Through Bills of Lading to Kaitum, Lohat, Daitu, Simpona, Tawao, Unkan,

Jasselan and Labuan.

Telephone No. 215, Sub. Exch. 1.

MESSAGERIES MARITIMES. **FRENCH MAIL LINES.** FORTNIGHTLY SERVICE TO AND FROM EUROPE, VIA SUEZ CANAL. FORTNIGHTLY SERVICE TO AND FROM JAPAN, VIA SHANGHAI.

For STEAMER To SAIL.

TRANSHIPPING on the Co's Steamers at COLOMBO for CALCUTTA, BOMBAY and AUSTRALIA, at PORT SAID for the LEVANT, CONSTANTINOPLE and BLACK SEA.
 Through Tickets to LONDON via PARIS, from £27.10 up to £71.10. 20 hours Railway from MARSEILLES to LONDON. Interceptors meet passengers on their arrival in Marseilles.
 For further particulars apply to
S. O. DE BUSNIERE, ACTING AGENT,
 QUEEN'S BUILDING.

SWEDISH EAST ASIATIC CO., LTD. **GOTHENBURG.**

PROPOSED SAILINGS FROM HONGKONG. (SUBJECT TO ALTERATION).
 DESTINATION STEAMERS TONS DATE OF SAILING.
 SHANGHAI, YOKOHAMA, "YEDDO" 7,200 On 19th Sept.
 KOBE and MOJI "PEKING" 6,500 On 28th Sept.
 "JAPAN" 9,000 About 2nd Oct.
 For Freight and Further Particulars, apply to
ARTHUR NILSSON & Co.,
 YORK BUILDINGS, 7th Floor.

INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN with transshipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

PROPOSED SAILINGS.
 From Hongkong: 27th Sept. Connecting with "KATANGA" From Colombo: 12th Oct.

ORIENTAL AFRICAN LINE.

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS if sufficient inducement offers, and affording the Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

PROPOSED SAILINGS.

For Rates and Further Information, apply to
THE BANK LINE, LIMITED,
 MANAGING AGENTS.

BRITISH INDIA S. N. CO., LTD. **APCAR LINE.**

REGULAR SERVICE BETWEEN
 CALCUTTA, STRAITS, SHANGHAI AND JAPAN PORTS

EASTWARD.

S.S. "JELUNGA," 5,206 tons, Captain J. R. O. Sullivan, will be despatched for YOKOHAMA, KOBE and MOJI on 21st September.
 S.S. "JAPAN," 5,013 tons, Captain C. P. Sedden, will be despatched to SHANGHAI, KOBE and MOJI on 25th September.

WESTWARD.

S.S. "GREGORY APCAR," 4,600 tons, Captain J. E. Drake, will be despatched for SINGAPORE, PENANG and CALCUTTA on 17th September, at 3 p.m.
 S.S. "DILWARA," 5,328 tons, Captain G. N. Ramage, S.N.R., will be despatched as above on 23rd September.
 The above Steamers have excellent Saloon accommodation for Passengers and are fitted with all modern conveniences and carry a duly qualified surgeon.
 For Freight or passage, apply to
DAVID SASSOON & CO., LTD.,
 HONGKONG, 15th September, 1913. AGENTS.

PACIFIC MAILS S.S. CO.

THE AMERICAN LINE TO SAN FRANCISCO.

MONGOLIA 27,000 tons, twin screws.	COMFORT.	FROM HONGKONG calling at
MANCHURIA 27,000 tons, twin screws.		SHANGHAI, NAGASAKI,
KOREA 18,000 tons, twin screws.	SAFETY.	KOBE (via Inland Sea),
SIBERIA 18,000 tons, twin screws.		YOKOHAMA and HONO-
NILE ... 11,000 tons.	SPEED.	LULU (the Paradise of the
CHINA ... 10,200 tons.		Pacific) through Service via
PERSIA ... 9,000 tons.		NEW YORK to Europe

SOME FEATURES OF SERVICE.

ELECTRIC FANS, SWIMMING TANK, ORCHESTRA, AMUSEMENTS, WIRELESS TELEGRAPHY, SUBMARINE SIGNAL SERVICE, AND BILGE KEELS. OUTSIDE UNDER PERSONAL SUPERVISION OF MR. V. MORONI, ONE OF THE WORLD'S MOST FAMOUS CATERERS.

THE COST:—By this route to London with its unrivalled opportunities is £71-10-0 for a return ticket £120. To San Francisco via Japan and Honolulu the cost is £45. By the INTERMEDIATE SERVICE First Class accommodations are provided for £65 to London (return ticket £109) and to San Francisco £36. SPECIAL RATES to Army and Navy Officers, Diplomatic, Consular and Civil Service, on application.

STEAMERS	Tons	Sailing
KOREA	18,000	SATURDAY, 20th Sept., at 1 p.m.
SIBERIA	18,000	SATURDAY, 4th Oct., at 1 p.m.
CHINA	10,200	TUESDAY, 14th Oct., at Noon.
MANCHURIA	27,000	TUESDAY, 21st Oct., at 1 p.m.
NILE	11,000	TUESDAY, 28th Oct., at 9.45 a.m.
MONGOLIA	27,000	SATURDAY, 9th Nov., at 1 p.m.
PERSIA	9,000	TUESDAY, 25th Nov., at Noon.
KOREA	18,000	TUESDAY, 9th Dec., at 1 p.m.

Passengers holding through Tickets have the privilege of travelling by Train between Kobe and Yokohama Free of Charge.

HONGKONG-MANILA SERVICE.

FROM HONGKONG.	ARRIVE MANILA.	FROM MANILA.	DUO HONGKONG.
14th Oct. ... CHINA	15th Oct.	24th Sept. ... SIBERIA	26th Sept.
23rd Oct. ... NILE	30th Oct.	2nd Oct. ... CHINA	4th Oct.
30th Nov. ... PERSIA	27th Nov.	9th Oct. ... MANCHURIA	11th Oct.
10th Dec. ... CHINA	1st Jan.	18th Oct. ... NILE	20th Oct.
		30th Oct. ... MONGOLIA	1st Nov.

LET US PLAN AN ITINERARY FOR YOU.

King's Building (opposite Blake Pier).
R. C. MORTON, AGENT.
 Panama-Pacific International Exposition—San Francisco—1915.

HONGKONG, CANTON, MACAO & WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND CHINA NAVIGATION CO., LTD.

HONGKONG-CANTON LINE.

HONGKONG TO CANTON. CANTON TO HONGKONG.

MONDAY, 15 SEPT., 1913.

8 a.m. HEUNGSHAN. 8 a.m. HONAM.
 10 p.m. KINSHAN. 5 p.m. FATSHAN.

TUESDAY, 16 SEPT., 1913.

8 a.m. HONAM. 8 a.m. HEUNGSHAN.
 10 p.m. FATSHAN. 5 p.m. KINSHAN.

A Telephone Service has been recently installed on the Canton Company's Steamers. Day Steamers Call No. 776, Night Steamers Call No. 775.

HONGKONG-MACAO LINE.

S.S. SUI TAI, Tons 1,651. S.S. SUI AN, Tons 1,651.

HONGKONG TO MACAO.

Week days at 8 a.m. and 2 p.m. from the Company's Wing Lok Street Wharf. Sundays at 9 a.m. and 12.30 p.m. from the Company's Wing Lok Street Wharf.

MACAO TO HONGKONG.

Week days at 7.30 a.m. and 2 p.m. Sundays at 7.30 a.m. and 2 p.m.

EXCURSION TO MACAO.

SUNDAY, 21 SEPTEMBER, 1913.

The Company's Steamship "HEUNGSHAN"

Will depart from the COMPANY'S CANTON STEAMERS' WHARF at 9 a.m. and return from Macao at 4 p.m.
 N.B.—There will be no Sailings on Sunday from Macao at 7.30 a.m. and from Hongkong at 12.30 p.m.

FARES AS USUAL.

Further particulars may be obtained at the Office of the Company.

CANTON-MACAO LINE.

S.S. HOL-SANG, 457 tons.

Departures from Macao to Canton on Monday, Wednesday and Friday, at 9 p.m.
 Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 4.30 p.m.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION CO., LTD., AND THE INDO-CHINA STEAM NAVIGATION CO., LTD.

CANTON-WUCHOW LINE.

S.S. SAINAM, 588 tons, and S.S. NANING, 569 tons.

One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 a.m., and the other leaves Wuchow for Canton on the same days at 3.30 a.m. Round trips take about 5 days. Passengers can return to Hongkong or vice versa by the Company's direct Steamers LINTAN and SANUL. These vessels have superior Cabin accommodation and are lighted throughout by electricity. Electric Fan in each Cabin. Booking Office open daily (Sunday excepted) 9 a.m. to 5 p.m.

Further particulars may be obtained at the Office of the

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,
 Hotel Mansions (First Floor), opposite the Blake Pier.

SAN FRANCISCO SCENIC ROUTE TRANS-PACIFIC **TOYO KISEN KAISHA** TRANS-CONTINENTAL WESTERN PACIFIC DENVER AND RIO GRANDE.

New Triple Screw Turbine Flyers—21 Knots Speed.
 S.S. TENYO MARU ... 22,000 tons.
 S.S. CHIYO MARU ... 22,000 tons.
 S.S. SHINYO MARU ... 22,000 tons.

S.S. NIPPON MARU ... 11,000 tons. (Intermediate).
 S.S. HONGKONG MARU ... 11,000 tons. (Intermediate).
 THE QUICK AND COMFORTABLE WAY OF TRAVEL FROM JAPAN, CHINA, PHILIPPINES AND THE FAR EAST, VIA HONOLULU.
 These Vessels present the Earliest Advance in the Science of Shipbuilding, being Equipped with every Modern Device for the Safety, Convenience, Comfort and Entertainment of Passengers, including Wireless Telegraph, Automatic Safety Devices, Electric Lights in every Berth, Electric Fans in every Stateroom, Brass Beds, Porcelain Bathrooms, Steam Laundry, Nursery and Playground for Children, Open Air Gymnasium, Moving Picture Shows, Swimming Tanks, Orchestral Concerts. Perfect Service—Unequaled Cuisine.

WESTERN PACIFIC-DENVER AND RIO GRANDE.
 The T.K.K. Lines connect at San Francisco with the Palatial Trains of the Western-Pacific and Denver and Rio Grande Railways to Chicago via Salt Lake City and Denver WITHOUT CHANGE. Through Standard Sleepers. Through Tourists' Sleepers. Dining Cars—Observation Cars. Electric Lights—Electric Fans, Union Depots. New Lands, Cities and Scenes—Hundreds of Miles through the Gorgeous Scenery of the Sierras—Foster River Canyon—and the Royal Gorge of Colorado. Convenient connections at Chicago with Trains for New York (Transatlantic Steamers) and other Eastern points. When taking out Passage over the SAN FRANCISCO SCENIC-ROUTE ask for Ticket form No. 626.

C. LACY GOODRICH,

GENERAL ORIENTAL AGENT,

71, MAIN STREET, YOKOHAMA, AND KING'S BUILDING, HONGKONG.

AUSTRIAN LLOYD.

(Under Mail Contract with the Austrian Government).
 MONTHLY FAST SERVICE TO TRIESTE (VENICE).
 via SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ and PORT SAID.
 S.S. "AFRICA," 8,940 tons, will leave as above on 15th Sept., at 4 p.m.
 Superior accommodation for 1st, and 2nd Class passengers, no surtax, no tips, no inside Cabins. Doctor Stewardess, Laundry, Wireless Telegraphy.
 FARES: Hongkong-Trieste (Venice), 250 1st, 236 2nd, 219 3rd Class.
 MONTHLY ORDINARY SERVICE TO TRIESTE (VENICE) VIA STRAITS (CALCUTTA), COLOMBO, ADEN, SUEZ and PORT SAID.
 S.S. "AUSTRIA," 14,000 tons, will leave as above about 1st October.
 These Steamers of large tonnage are fitted with comfortable one class accommodation for Saloon Passengers. No Surtax. Doctor, Stewardess, Wireless Telegraphy.
 RAILWAY FARES: Trieste-London.
 BY SIMPLON EXPRESS:
 Via Venice, Milan, Simplicon, Lansanne, Paris, Calais or Boulogne, Class I £25.15, II £16.16.
 BY ST. GOTTHARD EXPRESS:
 Via Venice, Milan, St. Gotthard, Lucerne, Bale, Loon, Calais or Boulogne, Class I £25.15, II £16.16.
 Via Vienna, Cologne, Brussels, Ostend, Dover, Class I £21.11, II £12.12.
 BY TAVERN EXPRESS:
 Via Munich, Cologne, Hook or Flushing, Class I £27.18, II £15.16.
 TO SHANGHAI.
 S.S. "KOEBER," 9,900 tons, will leave as above on 1st October, at 6 a.m.
 FARES: Hongkong-Shanghai, 25 1st, 24 2nd, 22 3rd Class.
 TO KOBE via SHANGHAI, YOKOHAMA.
 S.S. "PERSIA," 12,500 tons, will leave as above about 27th September.
 Cargo taken at through rates to all ports in Adriatic, Levant, Black Sea & Danube, also North & South America.

SANDER, WISLER & Co., Agents,
 Princes' Building.

Hongkong, 8th September, 1913. 152

NIPPON YUSEN KAISHA (THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

DESTINATION	STEAMERS AND DISPLACEMENT	TONS	SAILING DATE
MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO, SUEZ and PORT SAID	IYO MARU Capt. Hirase,	12,500	WED'DAY, 24th Sept., at Daylight.
VICTORIA, B.C., and SEATTLE via KEELUNG, SHANGHAI, MOJI, KOBE, YOKKAICHI, SHIMIZU and YOKOHAMA	HIRANO MARU Capt. H. Fraser,	16,000	WED'DAY, 8th Oct., at D'light.
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	SADO MARU Capt. Asakawa,	12,500	TUESDAY, 23rd Sept., at 4 p.m.
CALCUTTA via SINGAPORE, PENANG & RANGOON	YOKOHAMA-MARU Capt. S. Wada,	12,500	TUESDAY, 7th Oct., at Noon.
BOMBAY via SINGAPORE, and COLOMBO	KUMANO MARU Capt. M. Winkler,	9,500	WED'DAY, 24th Sept., at Noon.
KOBE and YOKOHAMA	INABA MARU Capt. Tominaga,	12,500	WED'DAY, 2nd Oct., at Noon.
SHANGHAI, NAGASAKI, KOBE and YOKOHAMA	CEYLON MARU Capt. Noguchi,	12,000	SATURDAY, 20th September.
NAGASAKI, KOBE & YOKOHAMA	KAMAKURA MARU Capt. T. Hori,	12,500	THURSDAY, 18th September.
KOBE	KAMO MARU Capt. K. Kawara,	16,000	THURSDAY 25th Sept., at 11 a.m.
	TOSA MARU Capt. Sato,	12,000	TUESDAY, 16th September.
	INABA MARU Capt. Tominaga,	12,500	WED'DAY, 24th Sept., at 11 a.m.
	KAWACHI MARU Capt. Christiansen,	12,500	TUESDAY, 16th September.

§ Fitted with New System of Wireless Telegraphy. Cargo only.

REDUCED SUMMER RATES

BETWEEN

HONGKONG AND JAPAN PORTS.

SPECIAL EXCURSION TICKETS (1st and 2nd Class), available for 3 Months. Commencing from 1st June, ending 30th September, 1913.

	YOKOHAMA Return.	KOBE Return.	MOJI Return.	NAGASAKI Return.
1st Class ...	\$135	\$122	\$108	\$95
2nd " ...	\$81	\$75	\$65	\$57

With option of Rail between Steamer's Calling Ports in Japan.

For Further Information as to Freight, Sailing, &c., apply to—
T. KUSUMOTO, MANAGER.

TELEPHONE Nos. 292 and 1241

[11-12-1]

PENINSULAR & ORIENTAL STEAM NAVIGATION CO.

HOMEWARD PASSENGER SEASON, 1914.

PROPOSED SAILINGS OF MAIL STEAMERS

MARSEILLES AND LONDON

COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c. THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

Connecting Steamer to YOKOHAMA	Steamers to COLOMBO.	Leave SHANGHAI	Leave HONGKONG	Connecting Steamer from COLOMBO to MARSEILLES and LONDON	Due at MARSEILLES	Due at LONDON (1 day later)
Jan. 8	EGYPT	Jan. 13	Jan. 17	MOOLTAN	Saturday Feb. 14	Friday Feb. 20
Jan. 22	DEVANHA	Jan. 27	Jan. 31	MOREA	Feb. 28	Mar. 6
Feb. 5	CHINA	Feb. 10	Feb. 14	MALJOJA	Mar. 14	Mar. 20
Feb. 19	ASSAYE	Feb. 24	Feb. 28	MARMORA	Mar. 28	Apr. 3
Mar. 5	INDIA	Mar. 10	Mar. 14	MOLDAVIA	Apr. 11	Apr. 17
Mar. 19	DEVANHA	Mar. 24	Mar. 28	MEDINA	Apr. 25	May 1
Apr. 2	ARCADIA	Apr. 7	Apr. 11	MONGOLIA	May 9	May 15
Apr. 16	DELTA	Apr. 21	Apr. 25	MALWA	May 23	May 29
Apr. 30	ASSAYE	May 5	May 9	MOOLTAN	June 6	June 12

Passengers change Steamers at COLOMBO, and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID. Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.

FARES:

	The Fares to London and Marseilles are as follows:—	LONDON
1st Saloon	"A" Accommodation Single	£55. Return £97.
2nd Saloon	"B" " " " "	£29. " £59.
	"C" " " " "	£24. " £50.
	"D" " " " "	£20. " £45.
1st Saloon	"A" Accommodation Single	£61. Return £91.
2nd Saloon	"B" " " " "	£25. " £53.
	"C" " " " "	£22. " £50.
	"D" " " " "	£18. " £45.

IN ADDITION TO THE ABOVE MAIL STEAMERS INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS WILL LEAVE FOR LONDON CARRYING 1ST AND 2ND SALOON PASSENGERS AT REDUCED RATES.

STEAMERS.	Leave Y'AMA	Leave SHANGHAI	Leave H'KONG	Leave S'PORE	Due at M'SEILLES	Due at LONDON
BORNEO	Jan. 6	Jan. 17	Jan. 21	Jan. 27	about Feb. 20	about Mar. 4
NANKIN	Jan. 20	Jan. 31	Feb. 4	Feb. 10	about Mar. 9	about Mar. 15
NYANZA	Feb. 3	Feb. 14	Feb. 18	Feb. 24	about Mar. 25	about Apr. 1
NORE	Feb. 17	Feb. 28	Mar. 4	Mar. 10	about Apr. 4	about Apr. 15
NILE	Mar. 3	Mar. 14	Mar. 18	Mar. 24	about Apr. 21	about Apr. 30
MALTA	Mar. 17	Mar. 28	Apr. 1	Apr. 7	about May 5	about May 15
SUMATRA	Mar. 31	Apr. 11	Apr. 15	Apr. 21	about May 19	about May 28
NUBIA	Apr. 14	Apr. 25	Apr. 29	May 5	about June 3	about June 12
NAMUR	Apr. 28	May 9	May 13	May 20	about June 18	about June 27

These Steamers call also at PORT SWETTENHAM, PENANG and COLOMBO.

FARES TO LONDON:

1st Saloon £50 Single: £75 Return.

2nd Saloon £35 " £50 " "

FARES TO MARSEILLES:

1st Saloon £46 Single.

2nd Saloon £33 " "

All Passenger Steamers are fitted with the Marconi System of Wireless Telegraphy. THE ABOVE RATES ARE SUBJECT TO A SURTAX OF 10%. For Further Particulars, apply to—
F. A. HEWETT,
 SUPERINTENDENT.

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PENINSULAR & ORIENTAL

STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
LONDON and ANTWERP via SINGAPORE, PENANG, COLOMBO, PORT SAID, & MARSEILLES.	NYANZA Capt. H. N. Rivers, R.N.R.	10 A.M. 17th Sept.	Freight and Passage.
SHANGHAI, MOJI, KOBE, SYRIA, AND YOKOHAMA.	Capt. C. R. Longden, R.N.R.	About 22nd Sept.	Freight and Passage.
SHANGHAI.	CHINA Capt. C. H. S. Toque, R.N.R.	About 25th Sept.	Freight and Passage.
LONDON via USUAL PORTS OF CALL.	ASSAYE Capt. G. J. Caldwell	Noon 27th Sept.	See Special Advertisement.

All the above Steamers are fitted with Wireless Telegraphy.

For Further Particulars apply to

E. A. HEWETT,
Superintendent.

Hongkong, 15th September, 1913.

TOYO KISEN KAISHA.

IMPERIAL JAPANESE
TRANS-PACIFIC MAIL LINES.

SAN FRANCISCO LINE.

Operating the THREE TRIPLE SCREW TURBINE Steamers

CHIYO MARU, SHINYO MARU AND TENYO MARU.

Speed 21 KNOTS, Displacement 22,000 TONS.

and the TWIN SCREW S.S.

NIPPON MARU & HONGKONG MARU.

INTERMEDIATE STEAMERS
Speed 18 KNOTS, Displacement 11,000 TONS.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMER	CAPTAIN	DATE OF SAILING
HONGKONG MARU	S. Togo	FRIDAY, 19th Sept., NOON.
SHINYO MARU	H. S. Smith	THURSDAY, 25th Sept., at Noon.
CHIYO MARU	W. W. Greaves	FRIDAY, 17th Oct., at Noon.
NIPPON MARU	A. G. Stevens	WED. DAY, 5th Nov., at Noon.
TENYO MARU	E. Bent	TUESDAY, 11th Nov., at Noon.

THE S.S. "HONGKONG MARU" will be despatched for SAN FRANCISCO via MANILA, NAGASAKI, KOBE, YOKOHAMA and HONOLULU on FRIDAY, the 19th September, at Noon.

SOUTH AMERICA LINE.

(In Connection with the NATIONAL RAILWAYS of MEXICO at MANZANILLO and the TEHUANTEPEC NATIONAL RAILWAY at SALINA CRUZ.)

The Only Regular Direct Service to MEXICAN, CHILIAN and PERUVIAN PORTS.

ANYO MARU, BUYO MARU AND KIYO MARU

Ply between HONGKONG and CORONEL via MOJI, KOBE, YOKOHAMA, HONOLULU, HILO, (HAWAII), MANZANILLO, SALINA CRUZ, CALLAO, ARICA, IQUIQUE and VALPARAISO.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMER	TONS	DATE OF SAILING
BUYO MARU	10,500	SATURDAY, 4th Oct., at Noon.
ANYO MARU	18,500	WED. DAY, 3rd Dec., at Noon.
KIYO MARU	17,200	THURSDAY, 5th Feb., at Noon.

ALL STEAMERS are equipped with JAPANESE GOVERNMENT WIRELESS TELEGRAPH and TELEPHONE APPARATUS and POST OFFICES.

SPECIAL RATES.—To OFFICERS of the ARMY and NAVY, members of the CIVIL and CONSULAR SERVICES, and to MISSIONARIES.

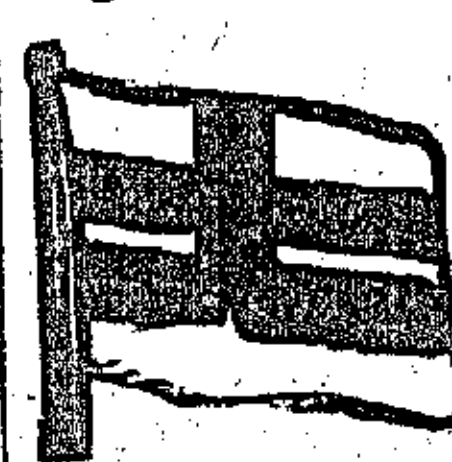
Through bookings to all important points and AROUND THE WORLD.

For Full Particulars as to Passage and Freight, apply to

S. MORIMOTO, AGENT,
King's Building (Opposite Blake Pier).

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OSAKA SHOSEN KAISHA.

REGULAR SERVICES,
PROPOSED SAILINGS FROM HONGKONG.
(SUBJECT TO ALTERATION).

TRANS-PACIFIC LINE.

IN CONNECTION AT TACOMA AND SEATTLE WITH
THE CHICAGO MILWAUKEE AND ST. PAUL RAILWAY CO.

SOUTH AMERICA LINE.

FOR VICTORIA, B.C. AND TACOMA VIA JAPAN PORTS.

STEAMER	CAPTAIN	LEAVING
"PANAMA MARU"	J. Kanoo	WED. DAY, 17th Sept., at 1 P.M.
"SEATTLE MARU"	T. Saito	THURSDAY, 2nd Oct., at 1 P.M.
"MEXICO MARU"	N. Kobayashi	WED. DAY, 15th Oct., at 1 P.M.
"CHICAGO MARU"	Goto	THURSDAY, 30th Oct., at 1 P.M.
"CANADA MARU"	K. Hori	
"TACOMA MARU"	T. Hamada	

Calling at KEELUNG, SHANGHAI, NAGASAKI, KOBE, YOKKAICHI, SHIMIDZU and YOKOHAMA.
Calling at KEELUNG, MOJI, KOBE, YOKKAICHI, SHIMIDZU and YOKOHAMA.

These Newly-Built Steamers have fair speed and are fitted with the Wireless Apparatus. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given toward Express connection.

JAPAN-BOMBAY LINE.

FOR BOMBAY VIA SINGAPORE, PORT SWETTENHAM, PENANG AND COLOMBO.

STEAMER	CAPTAIN	LEAVING
"SAIGON MARU"	T. Yamaguchi	MONDAY, 22nd Sept., 4 P.M.
"INDO MARU"	K. Komiya	THURSDAY, 3rd Oct., 4 P.M.
"LUZON MARU"	A. Yamamoto	

FOR MOJI, KOBE AND YOKKAICHI.

STEAMER	CAPTAIN	LEAVING
"INDO MARU"	K. Komiya	SATURDAY, 20th Sept., P.M.
"LUZON MARU"	A. Yamamoto	THURSDAY, 30th Oct., P.M.
"SAIGON MARU"	T. Yamaguchi	

CHINA AND FORMOSA LINE.

FOR FOCHOW VIA SWATOW AND AMOY.

STEAMER	CAPTAIN	LEAVING
"KAISO MARU"	Y. Yamamoto	

FOR TAMSUI VIA SWATOW AND AMOY.

STEAMER	CAPTAIN	LEAVING
"DAIJIN MARU"		
"FOR ANPING AND TAKAO VIA SWATOW AND AMOY."		
"SHOSHU MARU"	T. Fuchigami	WED. DAY, 17th Sept., at 10 A.M.

FOR CANTON.

STEAMER	CAPTAIN	LEAVING
"SHOSHU MARU"	T. Fuchigami	

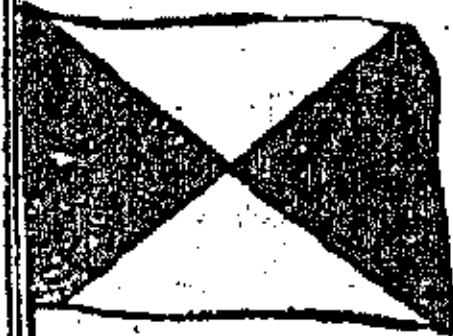
These Steamers of Coast and Formosa Line have Excellent accommodation for First and Second Class Passengers and are fitted with Electric Light and Fans.

These Steamers will arrive at and depart from Soon Yip Wharf (near the Harbour Office, Prince Central).

For FURTHER INFORMATION, apply to

Z. KAMIYA,
MANAGER.

Second Floor No. 1 Queen's Building.



PHILIPPINES S.S. CO.

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE
RUBI	4000	J. Miller	Manila, Mangarin, Cebu and Iloilo	On 24th Sept., 4 P.M.
ZAFIRO	4000	F.S. McMurray	Manila, Mangarin, Cebu and Iloilo	On 4th Oct., 4 P.M.

Electric Light. Fans in every Cabin. Compliment Stewards Carried.
For Freight or Passage, apply to SHEWAN, TOMES & Co. General Managers.
Hongkong, 15th September, 1913.

THE TAIKOO DOCKYARD

AND ENGINEERING CO. OF HONGKONG, LTD.

TAIKOO DOCKYARD, HONGKONG.

SHIPBUILDERS, SALVORS AND REPAIRERS, BOILERMAKERS,
BRASS AND IRON FOUNDERS, CONSTRUCTIONAL,
ELECTRICAL AND MECHANICAL ENGINEERS.
WELDING AND CUTTING OF METALS BY OXY-ACETYLENE
AND ELECTRIC SYSTEMS.Estimates given for quick construction and repair of Ships, Engines,
Boilers, Railway Rolling Stock, Bridges, and all Classes
of Engineering, Iron and Wood Work.GRAVING DOCK—78' by 88' by 34' 6"
Pumps Empty Dock in 2-3/4 hours.THREE PATENT SLIPWAYS taking vessels up to 3,000 tons displacement, providing
conditions for painting ships with most efficient results.100-Ton ELECTRIC CRANE ON QUAY—ELECTRIC OVERHEAD CRANES
throughout the Shops ranging up to 100 Tons.
50-Ton Hydraulic TESTING MACHINE for Chains, Wire Ropes, Rivets, etc.

AGENTS FOR—

JOHN I. THORNYCROFT & CO., LTD.

PETROL and KEROSENE MARINE MOTORS 7-1/2 to 150 H.P.

As supplied to the British Admiralty and War Office.
MOTOR VESSELS, LIGHT DRAFT CARRIERS, GUNBOATS, LAUNCHES,
HOUSEBOATS and PLEASURE CRAFT OF EVERY DESCRIPTION.
MOTOR PUMPING and LIGHTING SETS, MOTOR VEHICLES, Etc.Dockyard Manager, Mr. J. REID, can be seen between the hours of 11 A.M. and 12 Noon
at the Town Office.

BUTTERFIELD & SWIRE

HONGKONG, CHINA, AND JAPAN, AGENTS.

TELEPHONE No. 212.

Telegraphic Address—"TAIKOO DOCK."

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JAVA-CHINA JAPAN LIJN

REGULAR FORTNIGHTLY SERVICE BETWEEN

JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TUJITAROEM	—	—	JAVA	First half of September.
TJIKINI	JAPAN	Second half of September.	JAVA	Second half of September.
TJIBODAS	JAVA	Second half of September.	SHANGHAI	Second half of September.
TJIMAH	JAPAN	Second half of September.	JAVA	Second half of September.
TJIMANOEK	JAVA	Second half of September.	JAPAN	Second half of September.
TJILAJAP	JAPAN	First half of October.	JAVA	First half of October.
TJIPANAS	JAVA	First half of October.	SHANGHAI	First half of October.
TJILIWONG	JAPAN	First half of October.	JAVA	First half of October.

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.

York Buildings, 1st Floor.

Hongkong, 10th September, 1913.

Telephone No. 375.

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THE AUSTRALIAN ORIENTAL LINE.

HONGKONG TO PHILIPPINES AND AUSTRALIAN PORTS.

SAILINGS (SUBJECT TO ALTERATION).

STEAMER	ARRIVES HONGKONG FROM AUSTRALIA	LEAVES HONGKONG FOR AUSTRALIA
"TAIYUAN"	17th September.	24th September.
"CHANGSHA"	27th October.	31st October.

These Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and have superior accommodation with Electric Light throughout and Electric Fans in the State-Rooms. A duly qualified Doctor is carried. Reduced fares, Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

For freight or passage, apply to

BUTTERFIELD & SWIRE.

Hongkong, 12th September, 1913.

TELEPHONE No. 36.

AGENTS.

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NORDDEUTSCHER LLOYD. BREMEN

IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TONS	TO SAIL
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP and HAMBURG.	"LUETZOW"	17,300	Wed. day, 17th Sept., at 10 A.M.
SHANGHAI, TSINGTAU, KOBE and YOKOHAMA.	"GNEISENAU"	16,000	About Wed. day, 17th Sept.
MANILA, YAP, MARON, NEW GUINEA, BRISBANE, SYDNEY and MELBOURNE.	"COBLENZ"	6,750	Saturday, 4th Oct., at 9 A.M.
KOBE and YOKOHAMA.	"COBLENZ"	6,750	About Tuesday, 16th Sept.
JESSELTON, KUDAT and SANDAKAN.	"BORNEO"	5,000	End of Sept.

All the Steamers of the European Line are fitted with Wireless Telegraphy.
New System of Telefunken.
For Further Particulars, apply toNORDDEUTSCHER LLOYD,
MELOCHERS & Co.,
GENERAL AGENTS HONGKONG AND CHINA.

Hongkong, 13th September, 1913.

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DOUGLAS STEAMSHIP CO., LD.

HONGKONG-SOUTH CHINA COAST PORTS

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

FOR SWATOW, AMOY AND FOCHOW AND RETURN.

(Occupying 9 to 10 Days).

STEAMSHIP	CAPTAIN	LEAVING
"HAIYANG"	Capt. A. E. Hodgins	FRIDAY, 19th Sept., at 11 A.M.

FOR SWATOW AND RETURN.

(Occupying 3 Days).

STEAMSHIP	CAPTAIN	LEAVING
"HAIYANG"	Capt. J. W. Evans	MONDAY, 15th Sept., at 3 P.M.

Steamers will arrive at and depart from the Company's Wharf (near Ulake Pier).

For Freight and Passage, apply to—

DOUGLAS, LIPRAIK & Co.,
GENERAL MANAGERS.

Hongkong, 15th September, 1913.

THE EASTERN & AUSTRALIAN STEAMSHIP CO., LTD.

MAIL SERVICE TO AUSTRALIA
VIA MANILA.MAIL SCHEDULE
(SUBJECT TO MODIFICATION).

STEAMER	ARRIVE HONGKONG FROM AUSTRALIA	LEAVE HONGKONG FOR AUSTRALIA
ST. ALBANS	20th September	On 19th Sept., 11 A.M.
EASTERN	11th October	On 10th Oct., 11 A.M.
ALDENHAM	1st November	On 31st Oct., 11 A.M.
EMPIRE		On 21st Nov., 11 A.M.

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are fitted throughout with Electricity. A State-Rooms have Electric Fans. A duly qualified Doctor and Stewards are carried.

For further particulars apply to

GIBB, LIVINGSTON & Co.,
AGENTS.

HAMBURG - AMERIKA LINIE.

IN CONJUNCTION WITH
DEUTSCHE DAMPSCHIFFFAHRTS GESELLSCHAFT "HANSA."Regular Sailings from JAPAN, CHINA and PHILIPPINES,
via STRAITS and COLOMBO,
to MARSEILLES, HAYRE, BREMEN and HAMBURG and to NEW YORK
and from MANILA, HONGKONG and JAPAN to
VANCOUVER (B.C.) and PORTLAND (Or.)

TAKING Cargo at Through Rates to all European, North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Baltic Sea and Ports, and all North and South American Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.

FOR	STEAMERS	TO SAIL
SHANGHAI, KOBE AND YOKOHAMA:	S.S. ALBENGA	20th Sept.
	S.S. SUEDEMARK	20th Sept.
	S.S. ARABIA	6th Oct.
	S.S. SEGOVIA	20th Oct.
	S.S. ALTMARK	5th Nov.

For Further Particulars, apply to—

Hongkong, 15th September, 1913.

HOMEWARD.

FOR	STEAMERS	TO SAIL
HAYRE, BREMEN & HAMBURG:	S.S. SCANDIA	17th Sept.
NEW YORK:	S.S. AMERICA	19th Sept.
HAYRE, ANTWERP & HAMBURG:	S.S. GRABOLA	22nd Sept.
VANCOUVER, SEATTLE and/or TACOMA & PORTLAND (Or.):	S.S. C. FERD. LAETZ	30th Sept.
HAYRE & HAMBURG:	S.S. SENEGAMBIA	30th Sept.
MARSEILLES, BREMEN & HAMBURG:	S.S. SPEZIA	3rd Oct.

HAMBURG-AMERIKA LINIE,
Hongkong Office.

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